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TORQUE TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB

THE *Buick* MAGAZINE

Price, 10 cents

DECEMBER 1936



VOLUME XIV • NUMBER 2 • NOVEMBER / DECEMBER 1995

BUICK
1937  1938

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THE 9th CYLINDER

BY HARRY LOGAN #651, Editor

New member **Lee McNulty** (#1152) sent this photo taken in 1938 of his father with his '37 Century Convertible Coupe Model 66C. The car was maroon. Lee's father is now in his nineties and lives in Yonkers, NY.

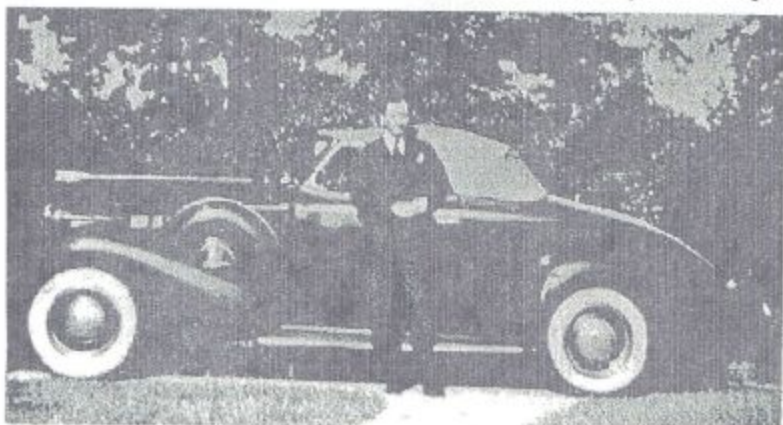
No, the '37-66C is long gone, but Lee's father did live the dream of owning and driving one. And he still has fond memories of this beautiful car!

Max Grant (#919) in Australia says he looks forward to each second month for the *Torque Tube* news and articles.

After 5 long years of restoration, **Preston Turner** (#718) in North Carolina finally has his 1937 Roadmaster Formal Sedan Model 81F back home. Preston also says he enjoys being a part of the *1937-1938 Buick Club*.

Andy Diem (#852) writes that while at **Hershey** he and **Jack Frank** (#739) met a distinguished gentleman who owned a '37 Roadmaster Phaeton Model 80C. He had the car in France in 1939 when the W.W. II started. He narrowly escaped the approaching Germans, but had to leave his beautiful Buick and luggage on the dock at

Bordeaux. He did eventually get his luggage back but unfortunately not his prized Buick!



Lou Wildt's (#245) '38 Century Coupe was featured on the cover of the May/June *Torque Tube*. Lou drove it over one thousand miles to the '37-'38 *East Coast Meet* in Virginia last August. It ran well except for some overheating.

Lou found the radiator bypass valve stuck in the open position. While he had the cooling system apart, he power flushed the block and had the radiator boiled out. He also found the heat riser valve in the exhaust manifold stuck and not working. (ED. I had the same problem with my '38 and got the valve to work using some penetrating oil and gently tapping it).

Lou still has overheating problems and will probably install a new more efficient radiator core to be on the safe side. He is also going to pop the freeze plugs to check on how clean the block is.

Lou also sent me a letter printed in *Old Cars Weekly* about an on-going argument over which car was the fastest, Buick, Olds or Nash.



FOUNDED IN 1980 BY DAVE LEWIS



Here are some excerpts from this letter:

"OK, our turn. This Buick-Olds-Nash thing has been going on for quite a while. Everybody talks about Olds, Nash and Cord setting records of over 100 mph. So here is another record. This record was set at Daytona on July 7, 1940. A guy named Bill France in a 1939 Century left the pack of 30 Fords and Mercs and never looked back. A '38 Century coupe driven by Joe Littlejohn finished second. Both Buicks were clocked at over 110 in the straightaways."

"The Ford team that had ruled supreme at Daytona until then wanted Buick to be handicapped in future races. Had they ever gotten a '41 Century onto Daytona with its 165 hp dual carb setup, we might have a record close to 120 mph. But W.W.II put a stop to that."

"The '36 Buick Century could run 100 plus mph and each year would be faster to the ultimate straight eight Century of '41, the first real mass produced factory hot-rod. Well, we could go on and on, but just one more thing. Do not try to tell us that the 234 cid Nash could run with a 320 cid Buick. And with all due respect, the '32 Ford V-8 might have been the first factory hot rod, but the Century certainly was the second and the fastest of the '30's and '40's!"

Received an old newspaper clipping about '37 Buicks: It reads: "Styling on all Buicks was fresh-

ened up by Franklin Q. Hershey, formerly of the Murphy Body Company, and his solid, unified design looked especially comfortable on the Century's four inch longer wheel base. Both Century and Special now employ

Fisher's new all-steel "Unibody" construction, far stronger and sturdier than the previous wood-framed assemblies."

This beautiful Samara Beige 1937 Special Convertible Sedan Model 40C (left) belongs to **Bruce McLean**

(#1040) who lives way up in Ontario, Canada. His 40C took first prize in the '37 to '48 open car class at the Willistead Car Show in Windsor, Ontario last August. Congratulations Bruce.

Ron Stimson (#939) in Ohio owns this 37-41 Sedan (see top of page 3). He purchased it at Hershey in 1993. It was an advertising car for "Bamberger's," a lounge in Port Jervis, N.Y. Ron would like to know if any member know more of its history? It was last registered to a Mr. Bishop in Struidsburg, PA. around 1975.

Ron also owns a '36 Century Coupe, '37 and a '39 Special Convertible Coupe as well as two post war Buicks. He has been in the hobby since the 1960's and has seen many changes.

Ron says, "the Torque Tube's format with members stories and the emphasis on Buicks of the Thirty's fills a void in other magazines coverage." Thanks Ron.

TORQUE TUBE

The **TORQUE TUBE** is published bi-monthly for the enjoyment of the 1937-1938 Buick Club. Membership dues are \$34.00 per year US, \$35.00 (USA) per year Canada; \$40.00 per year in Europe and South America and \$50.00 per year all others. All issues mailed First Class and Overseas issues are mailed Air Mail-Printed Matter unless Surface Mail, at \$35.00 per year, is requested. All memberships run September 1 to August 31 of the following year. Persons joining during the year will receive all back issues from September 1. All payments must be in U.S. funds. Please make your check payable to the **1937-1938 Buick Club**.

Please send all articles, ads subscriptions and inquires, etc. to:

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CARS, INC. in New Jersey has several NOS horn cable connectors (p/n 263549) for sale. They are located at the bottom of the steering column and are held in place with two screws. The horn wire connects to it.

They have a spring loaded carbon button that rubs against the horn contact inside the steering column. (One is pictured on page 24 of the January/February 1995 issue). It's rare to find NOS ones. **CARS, INC.** sells these horn

cable connectors for \$19.50 plus postage. Their phone number is: (908) 369-3666.

Al Wieling (#261) wants to know what is the best Antique Car Insurance Company for service and rates. He uses J.C. Taylor, but says Michigan residents have to pay more beginning this year in order to have Uninsured Motorist Coverage.

I also use J.C. Taylor but have never had a claim. So I don't know how their after-claim service is. The maximum they will insure your car for is \$19,000 unless you get it appraised for a higher value. Also, they do not have owners records on a computer file so it takes a while to get information when you phone them as they have to pull your paper file. **What company do**

you think is the best?

Mats Ahlin (#786) writes that it has been very sunny and warm in Sweden this summer, good convertible weather (see photo, bottom). Mats has

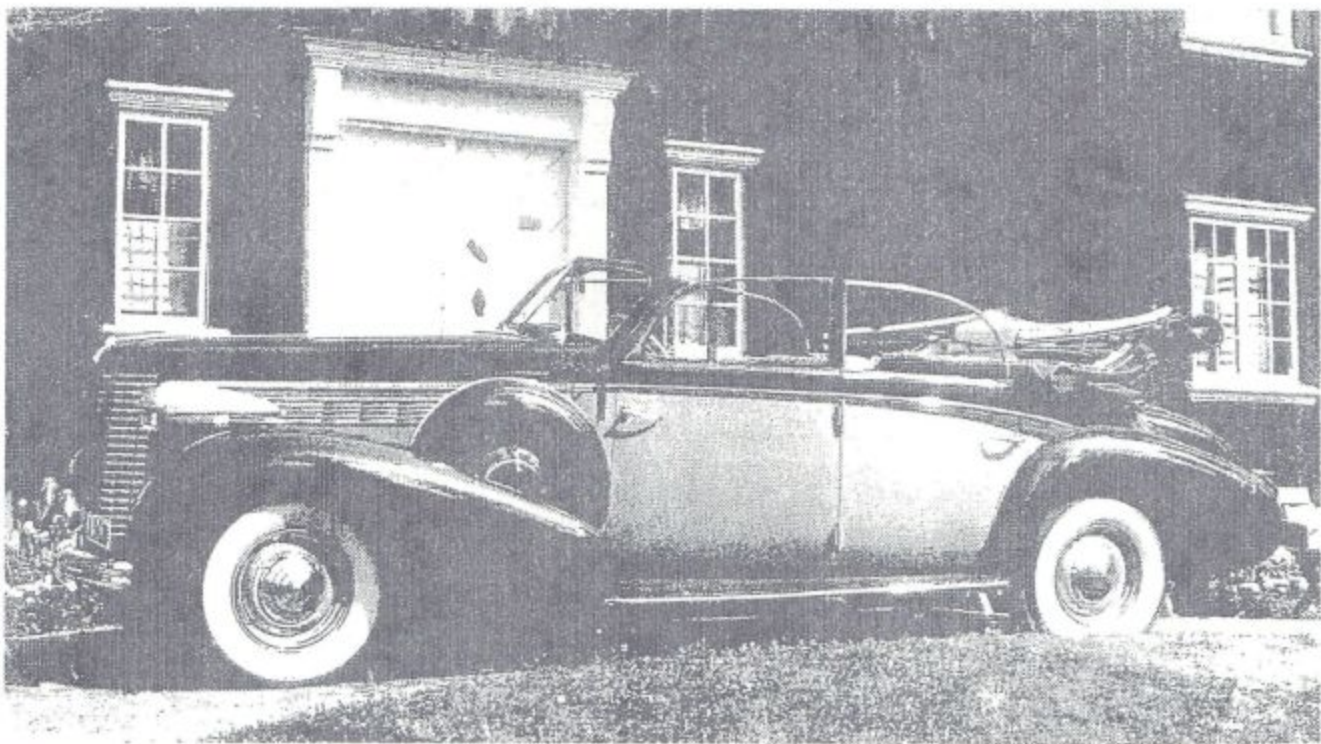
a Nordberg (Swedish) bodied 1938 Roadmaster Convertible Sedan which was featured in the January/February, 1994 Torque Tube. His car has been very popular for use in weddings. He has recently done three.

The December, 1995 issue of **Spe-**

cial Interest Autos magazine had a very interesting article with many photos of Mats Convertible Sedan. Twelve '38 Roadmaster chassis's were ordered from Buick by Swedish auto dealer Hans Osterman.

He had Nordberg, a custom coach builder in Stockholm, make 12 convertible bodies for the Roadmaster chassis's, six four-door convertibles, four two-door convertibles plus two special two-door convertibles with very wide, parallel-opening doors.

Mat's car was purchased in 1939 by Europafilm, a Swedish movie production company. It was used in several Swedish films and then sold in 1965. At that time it was considered just an old used car. Europafilm did not put many miles on the car as it only has 62,670 km or 39,000 miles on it.



He bought the car in 1977, but didn't start the restoration until 1986. It took him some 7,000 hours to bring the car back to its original glory. She's now resplendent in her two tone green and light green lacquer.

Mats installed hardened valve seats so he could use unleaded gas. But unfortunately he has to take the engine apart again due to very heavy oil consumption. He thought it was the valve guides but there was no improvement after changing them. So he thinks it may be the rings even though they are new. Perhaps the engine shop that rebuilt his motor may have made a mistake. He'll soon find out.

Frank Marengo (#918) in Louisiana says he has found a man who rebuilds voltage regulators. Frank reports that this man charges \$50 and produces an excellent job. His name is: **J. Pinto, 26-05 9 St, Astoria, NY 11102, PH: (718) 626-2403.** He can restore most electrical switches, relays and solenoids for \$50 to \$75 including free 3 day shipping to West and Midwest.

This drawing, (top) from the '38 Dealer Service Bulletins, shows that the plastic knobs on the two '38 dashboard ash trays are vertical. Probably because the ash tray's chrome stripes are horizontal, some people think the plastic pull knobs should also be horizontal. I've noticed several '38's with the ash tray plastic knobs horizontal. This is incorrect! The knobs should be vertical!

Al Kiernan (#796) in Canada writes that he is leaving the Club because he has sold his '37 Special Convertible Coupe Model 46C. He is now looking for something "different" to fill the space in his garage, but will probably own a '37 or '38 Buick again sometime in the future. Then he'll rejoin the Club.

J.S. Williams (#1135) in Kentucky is restoring a '38 Limited. He says the body is different than a standard Limited in that the right side door pillar can be used as in a standard car or it

may be moved by opening the front door and then releasing the door pillar. When the rear door opens, the door pillar swings away with the door as one unit. Does anyone have any information on what body company did this and why?

The article on Buick Car Production Tags in the July/August Torque Tube prompted **Doug Santee (#784)** to send in this one on his car (see bottom). The production tag is for a 1937 Special Trunk Back Sedan Model 41 with five wheel equipment (no sidemounts) ordered on 7-7-37. The body color was 402 (Coronary Green) and the trim was 300 (Tan Bedford Cord). It was ordered with the banjo (not hard rubber) steering wheel, a radio and a heater. It's most unusual to even have a Car Production Tag let alone one on the very car you own. I doubt that the original owner's ever received one. Doug must have found his under the seat or hidden somewhere on the car.

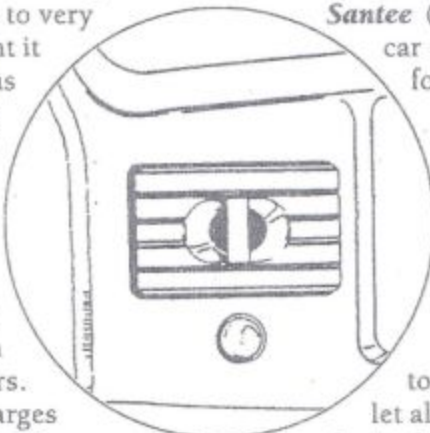
At the top of page 5 you see a 1937 Century Convertible Coupe Model 66C is in the south of England. The car appears in the film "Empire of the Sun" and has been in storage since being part of the movie.

Thanks to **Bill Whyte (#969)** in Scotland

for sharing this. Bill also had a question about interchanging parts. He was asked by the owner of a 1939 Buick with a 320 engine where he could buy a spark-plug cover. Bill knew of a 1938 Century cover for sale but was not sure if it

would fit a '39.

To answer questions like this, I check the **Buick Master Parts List**. These are two thick manuals, one for **Chassis Parts** and the second for **Body Parts**. **Bob's Automobilia** (see page 31) and others sell copies of original manuals. Then I look up the part and see what year and series it fits. For example, the spark plug cover part number 1288746 is listed as being used on 1936-37-



CAR PACKING SLIP - BY COPY				BUICK MOTOR DIVISION		P. S. No. 180016	
SALES BADGE	DATE	MOTOR NO.	DATE FIN.	FRAME NO.			
BUFF 7-7-37							
NIAGARA FALLS 309 548							
MODEL	BODY COLOR & TRIM		BODY NO.		KEY NO.		
37-41	502-300		58607				
WHEEL EQUIPMENT			ADDITIONAL EQUIPMENT				
FIVE	GREEN		SPECIAL WHEEL R-1 HEATER R4 RADIO				
SPECIAL EQUIPMENT							
S. L. NO.	SOLD TO		EQUIPPED TO				
CAR INITIAL AND NUMBER		BACK ORDER					
FORM 1230-D-5							

38-39 60-80-90; 1940 60-70-80-90 Buicks. So yes, a '38 Century spark plug cover could be used on a '39 Big Series car.

Hollander's Interchange Manual is another book I use. You can buy a copy of the 16th Edition which covers '30's and '40's cars at automobile literature dealers listed in **Hemmings**.

It's good for major parts such as axles, transmission parts and also bearings. It lists parts interchangeable between Buicks and other makes of cars whereas the Parts Lists are for Buick parts only. But the Buick Parts List is the one I find the most useful. Some Buick Parts Lists are more useful than others. It depends on the Effective Date which is printed on the cover. For 1937 & 1938 Buicks, I find the **Chassis Parts Book** dated January 1, 1938 and its companion **Body Parts Book** dated April 1, 1939 the most useful. I have originals. To my knowledge these are not reproduced. The reproduction Parts Lists Books I have are both dated in 1945. These are helpful but not as much as the earlier ones because some '37 & '38 parts listings have been eliminated from the 1945 edition.

Clyde Johnson (#1109) up in Michigan wrote to say he was late with his renewal because he misplaced his **Torque Tube** with the renewal envelope. Clyde says: "Thank heavens I found it because I don't want to be dropped from the Club Membership because I really enjoy the Tube."

Our former **Torque Tube Editor Bill Olson** (#427) writes: "Although many people probably would not notice the difference, I can tell almost instantly when a car has been painted with Imron or something like it. On an antique car, urethane enamel does not look right. Imron is great for engines and frames, but not for body parts. Modern acrylic lacquers are in my opinion the only thing to use, if one wants an antique car that looks like an antique car and not a street rod or a tractor or a diesel locomotive. The downside is of course that lacquers require professional-type skill, time, patience and the right tools and facilities".

Bill goes on to say that, "neither the BCA nor the

AACA judging manuals require or even discuss any deductions for incorrect type of paint, and any such rule would be almost impossible for judges (or at least the great majority of them) to apply fairly and

accurately. Nevertheless, I have never seen a really high-scoring '30's car that was painted with urethane enamel."

Joe Giordano (#333) has had a body shop and painted cars for 45 years. Joe's opinion is that basecoat/clearcoat is good for modern cars as it is shiny and long lasting. But it's too shiny and doesn't

look right on antique cars. Joe says he uses acrylic lacquer to make antique cars look just like they did when they came off the assembly line.

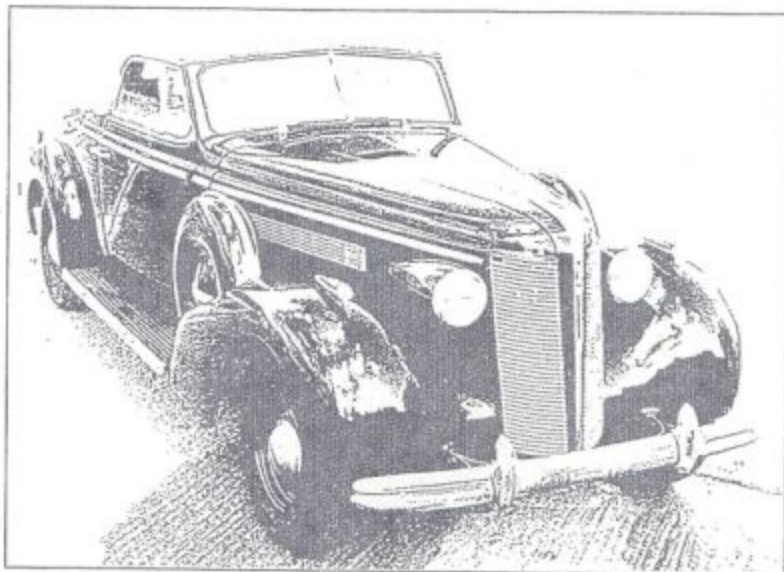
Lauren Matley (#46) writes: "I do not argue with **Joe Giordano's** (#333) painting approach in the article "One Man's Opinion" in the last **Torque Tube**. Several of my restoration projects were acrylic lacquer, but I'm one of those "over-restoration freaks", so my tendency is to seek out the finest finish available for my cars."

"I still argue that acrylic urethane finishes are much better than any lacquer job for long term durability, but that's just an observation of many restorers who use way too much material in painting with lacquer."

Lauren had an article in the last issue on **Reproduction Convertible Top Latch Assemblies**. He says some members are only interested in the hooks. The outside hooks will sell for \$38 each and the center "V" hook for \$52. They will be ready in mid-January.

Between now and March '96 Lauren would like to hear from members who are interested in **Reproduction '37 & '38 Sidemount Cover Name Plates**. These name plates will be reproduced in Canada. They will be die-stamped out of stainless steel using precision dies. Attaching studs will be welded to the backs. The faces will be highly polished and the BUICK lettering will be painted in gloss black enamel. Other than being polished stainless steel, they will be *exactly* like the originals, only tougher and better.

Lauren says if he can get the minimum order size



of 200, the price will be \$56 per plate.

If the number of orders by March, '96 is below this minimum, he may be able to negotiate a lower production run. However the price will likely be more. Lauren will know for sure by March, '96 if there is enough interest to reproduce these plates and if the final cost will be higher and by how much. If you're interested, call or write:

Lauren Matley (#46)
3119 SE Spyglass Fr.
Vancouver, WA. 98683
(360) 254-1944
Please leave a message.
No deposits please.

If you need a gas tank for a 1937 or a 1938 Special or Century and can't find an original one in good condition, you might try contacting **Year One, P.O. Box 129, Tucker, GA. 30085, (800) 950-9503**. They make reproduction gas tanks for '67-'69 Chevrolet Camaro's and for Pontiac Firebirds.

They are 18 gallon tanks like the '37/'38 Special and Centuries and appear to have the same size and shape as the old Buick Tanks. The sending unit hole is in the correct spot. Only the filler is different. They may be able to change this for you. Also check the sending unit's screw hole pattern to see if it matches your old sending unit.

In looking at the photo below we see **Don Johnson Jr. (#960)** who lives in Flint, MI. near where Buick used to photograph their new cars. Don and his '37 Century convertible coupe recreated a Buick publicity shot made 58 years ago. (See page 9 for more details) Don also has a '37 Roadmaster Phaeton Model 80C and a 1938 Century Sport Coupe Model 66S.

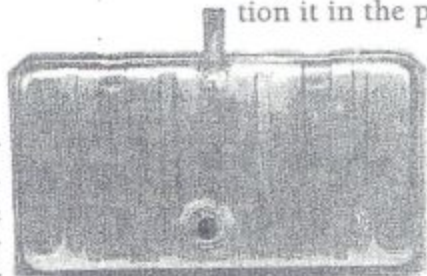
He recently loaned both his '37 open cars to the Sloan Museum in Flint to be on display for a year.

Member **Walt Morrison (#833)** in Canada writes that he looks forward to reading every issue of the **Torque Tube** from cover to cover. He

says it's been a great help to him, as an amateur restorer, in putting his 1938 4-Door Roadmaster back on the road again. Thanks Walt.

Just a reminder to new members. The 1937/1938 Buick Club does not issue membership cards or have meetings. Instead members get 6 issue of the Torque Tube a year plus a club Roster. We also try to have an East and West Coast Meet annually.

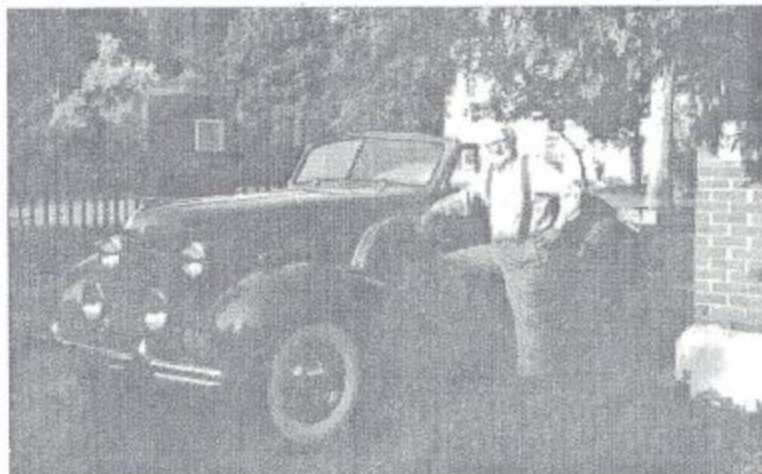
Renewal time is always after the July/August issue each year. Even though we mention it in the prior issue and in bold letters in the last issue and include a SSAE, about one third of our members do not renew! So our paying membership has dropped from nearly 500 to below 400. Hopefully we will build it back up again!



Please make the following corrections to the 1995-1996 Roster you received with your last Torque Tube:

- Page 1 under the Alpha Listing Key:
Car Condition (#10 being perfect)
- Page 7 listing under Kidder, Don #1143,
Change his address to read:
**94 Wykoff Drive
Vacaville, CA. 95688
(707) 448-2832 38 81 9**

Thanks to everyone who sent me a letter or an article. That's what keeps this club going.

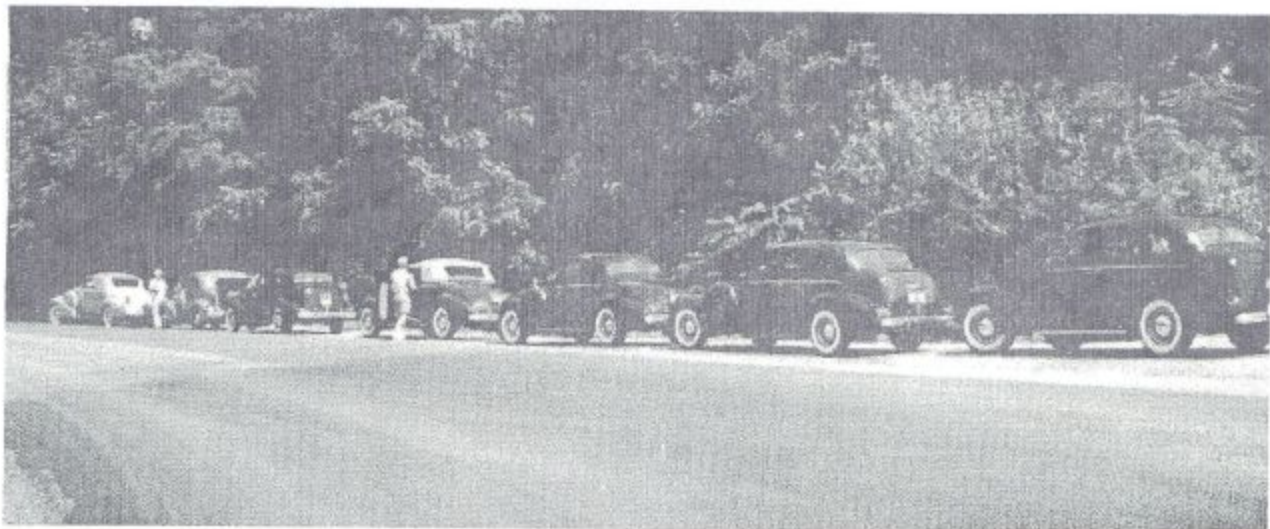


Our cover shows a winter scene as it appeared on the cover of the December, 1936 issue of *The Buick Magazine*. The magazine was produced by Buick and had the local dealer's name and address printed on the back cover. It was sent to "Buick owners and other motorists, as a cordial handshake, assuring you that we are happy to have you and yours as members of the Buick family." And on our back cover we show a 1937 sedan that was part of a Christmas ad that appeared in the November, 1936 Buick Magazine.

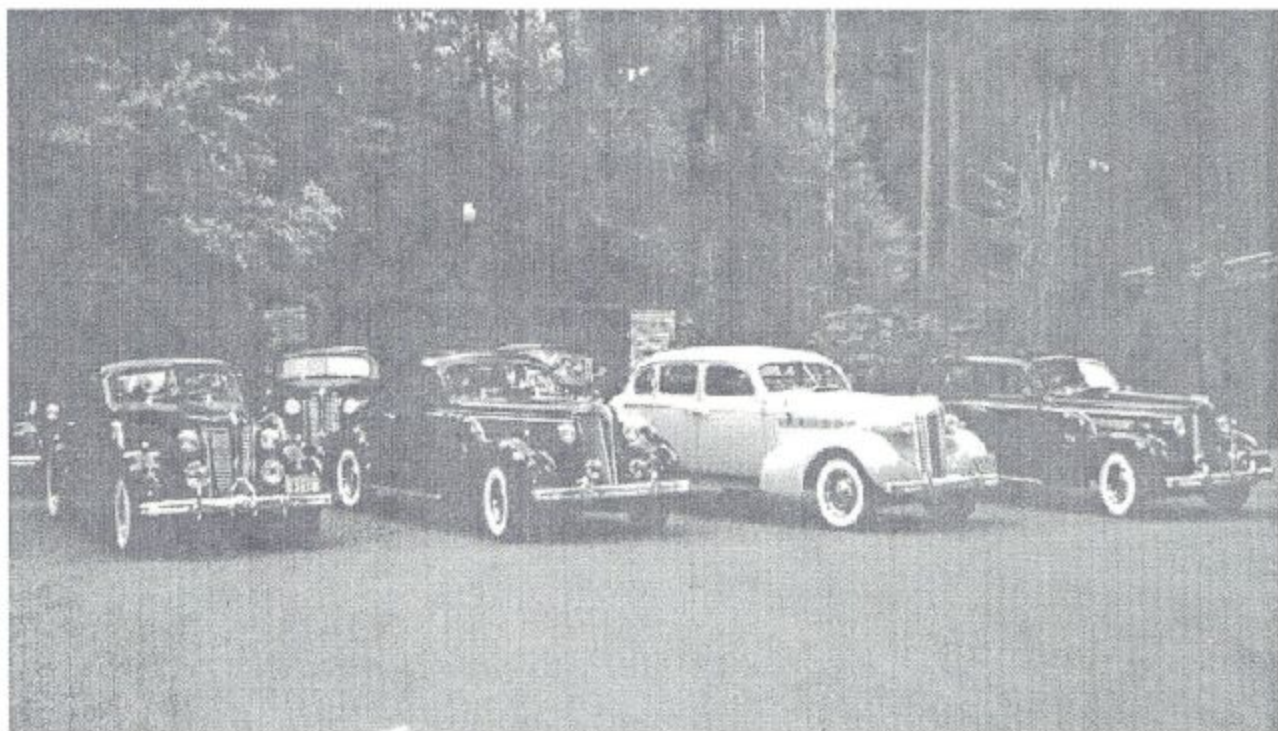
A COAST TO COAST PHOTO REVIEW OF THE EAST & WEST 1937-1938 BUICK CLUB MEETS



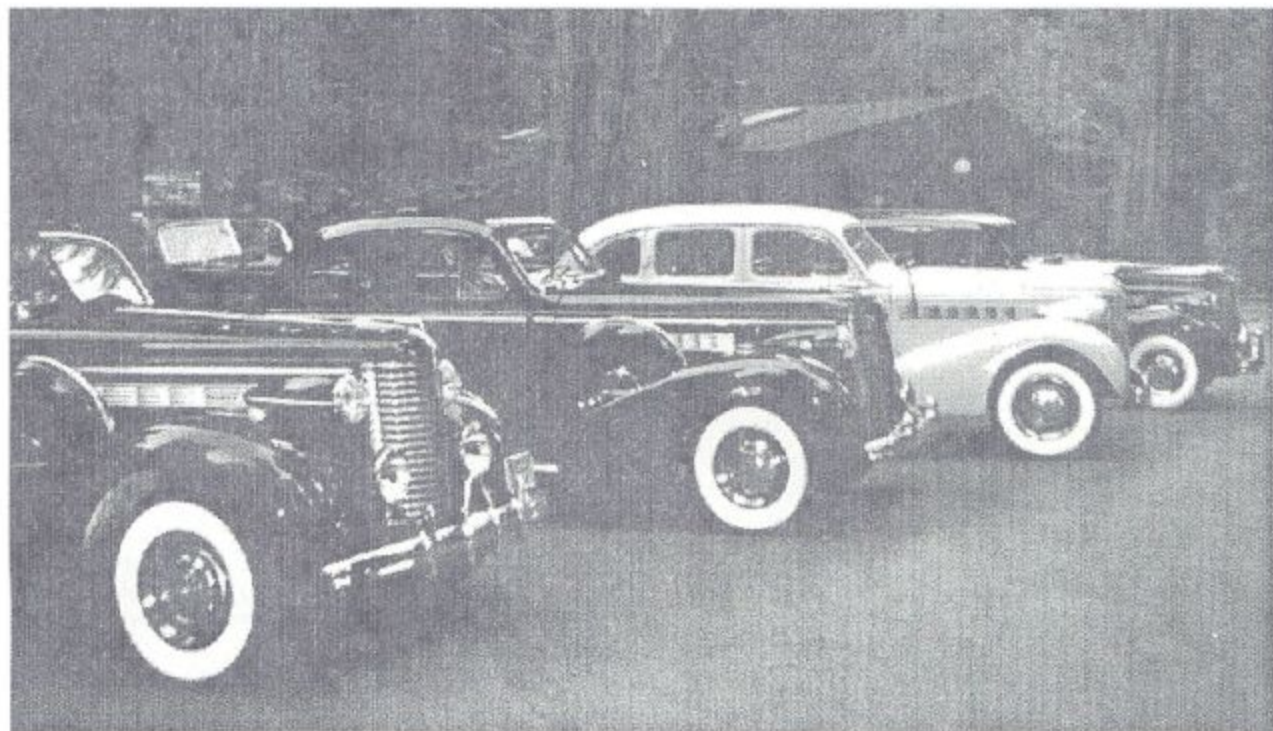
Twelve 1937 and 1938 Buicks attended the *East Coast Meet* last August plus one '36, one '53 and seven modern cars. Here's a line-up of old Buicks at Lone Branch in Millwood, Virginia.



The Buicks and their owners stopped for a rest and cooling down en route to **Karl and Dorothy Anderson's** (#47) home in Berryville, Virginia. Thanks to **Charles Jekofsky** (524) of Washington, DC for sending in these photos.



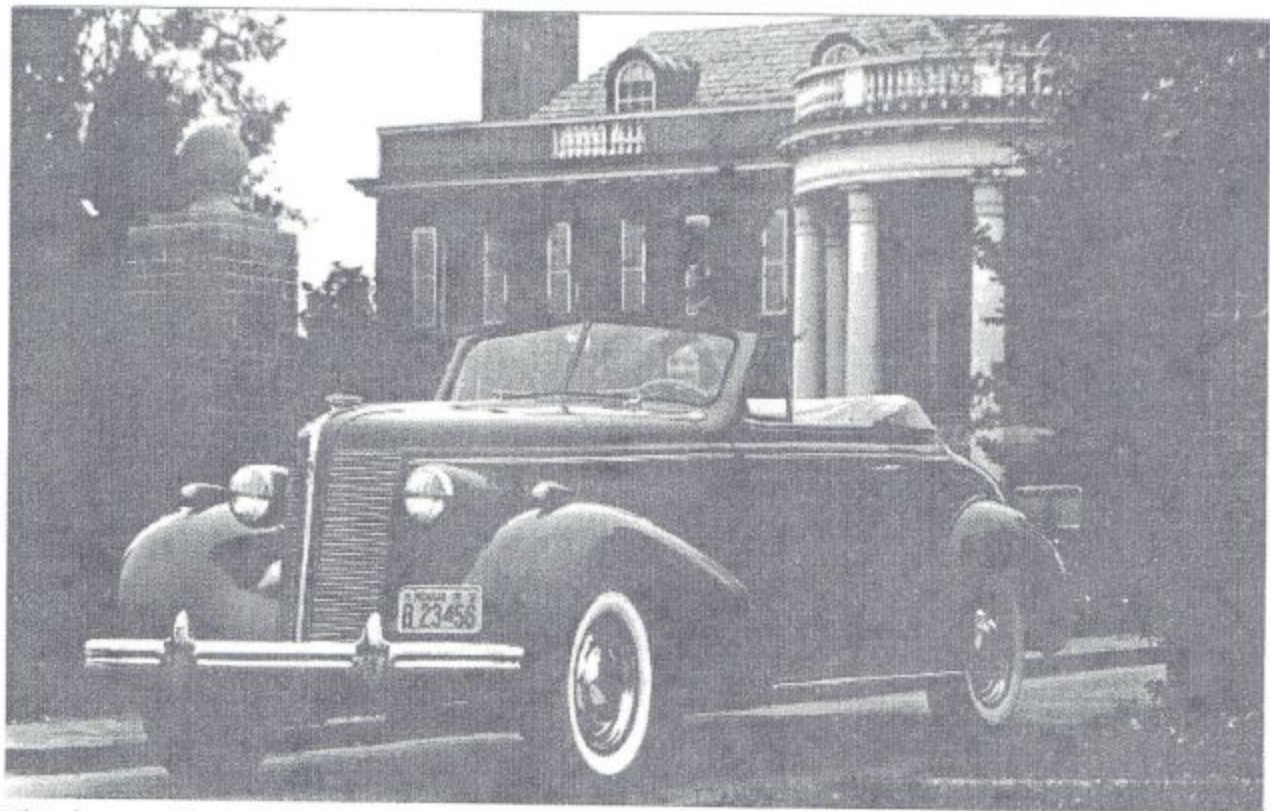
Twelve '37 and '38 Buicks attended the **West Coast Meet** in September plus one '55 Olds and several modern cars. This photo shows a line-up of old Buicks parked in the driveway of **Saul and Taffy Hoffman's** (#666) beautiful home nestled in the Redwoods in the small town of Ben Lomond, CA.



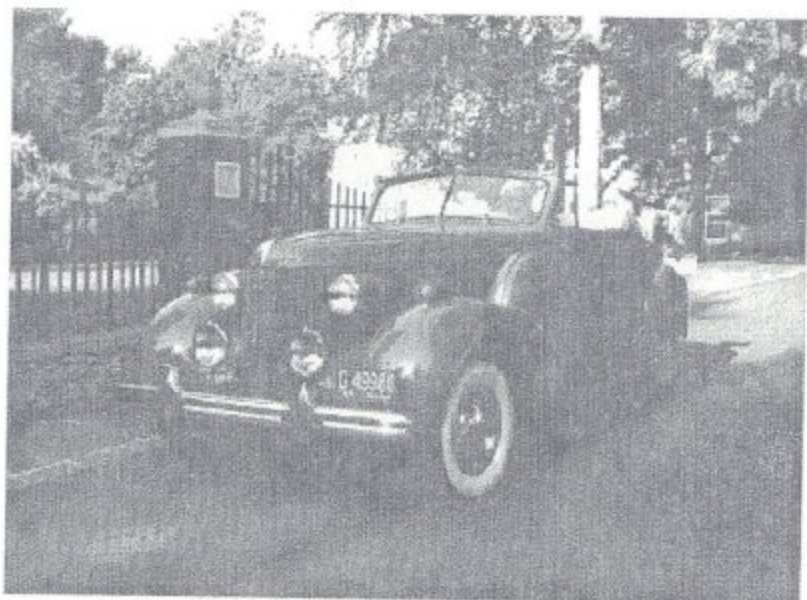
We arrived at Saul's around 6 PM on a Saturday evening for a tour of his garage and car collection and a barbecue. We spent the earlier part of the day touring on the 17 Mile Drive and the Carmel sea front, stopping at the Carmel Mission. Then we had lunch at the fourth floor restaurant of the Monterey Beach Hotel right on Monterey Bay. As one member said at the end of the meet: "What a fine parade of machinery in such a wonderful series of settings!"

A LONG TIME AGO!

By Don Johnson Jr. (#960)

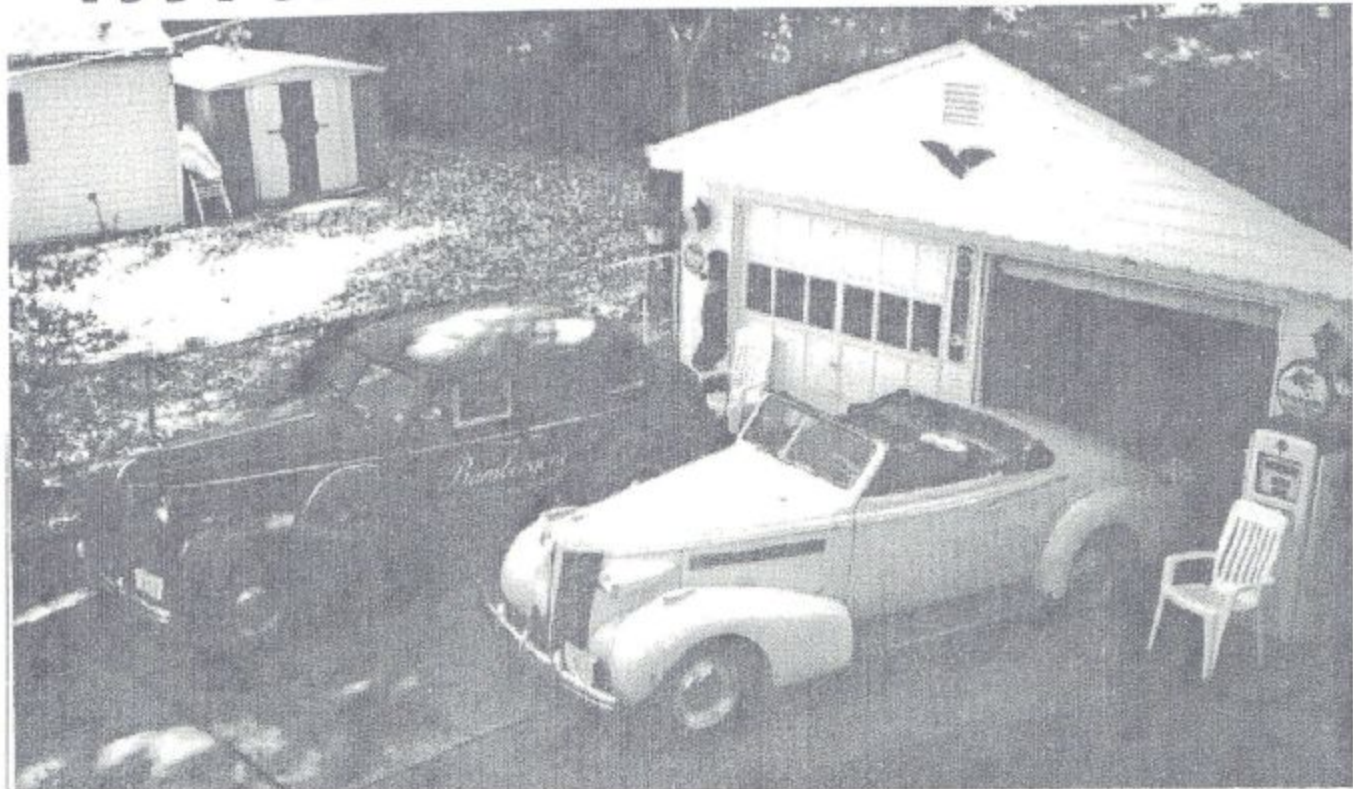


This factory shot of a 1937 Convertible Coupe was taken in front of the Leonard Freeman house on Parkside Drive in Flint, Michigan. Mr. Freeman was the Flint ice cream man. Buick would often photograph their new cars in this nice area of Flint.

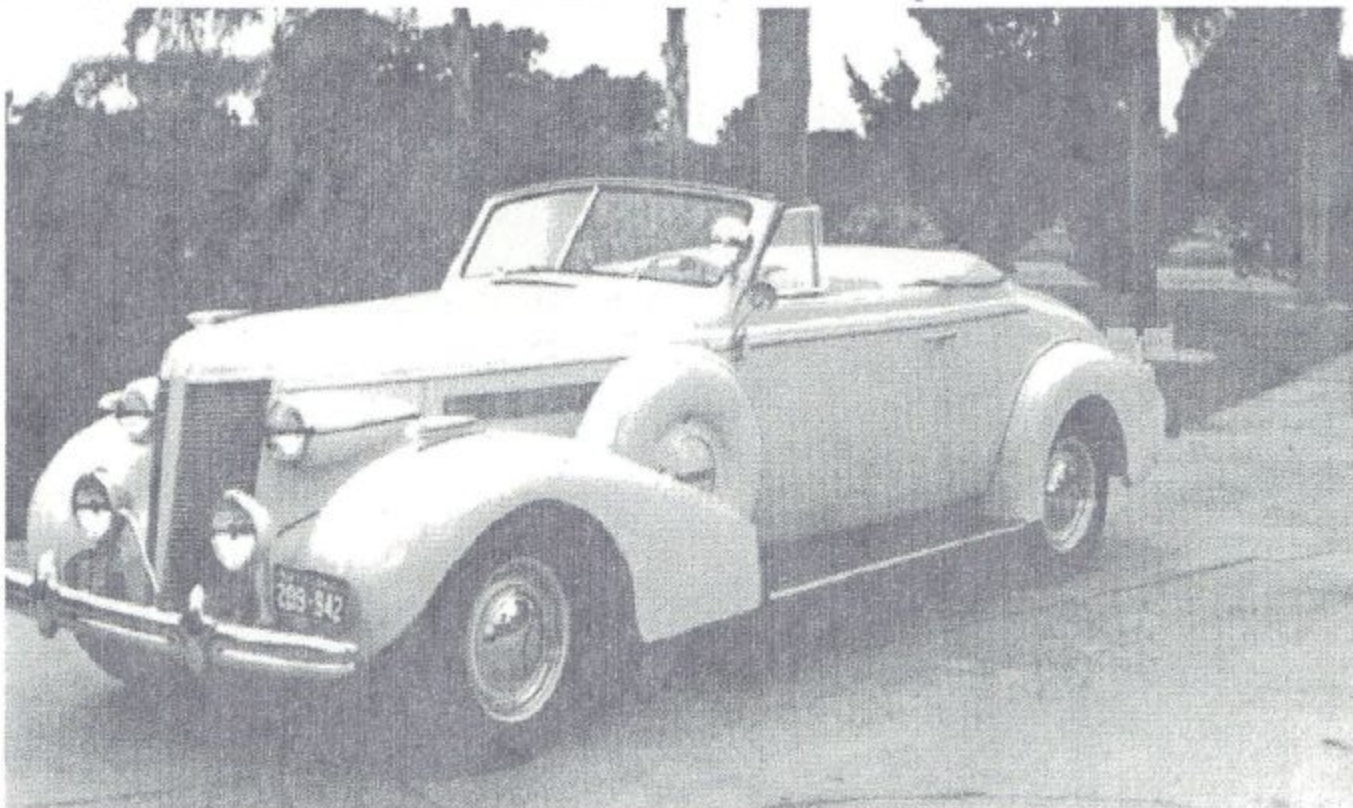


Here is my Balmoral Green 1937 Century Convertible Coupe Model 66C in the same exact spot 58 years later! I really enjoyed doing this recreation.

1937 SPECIAL CONVERTIBLE COUPES



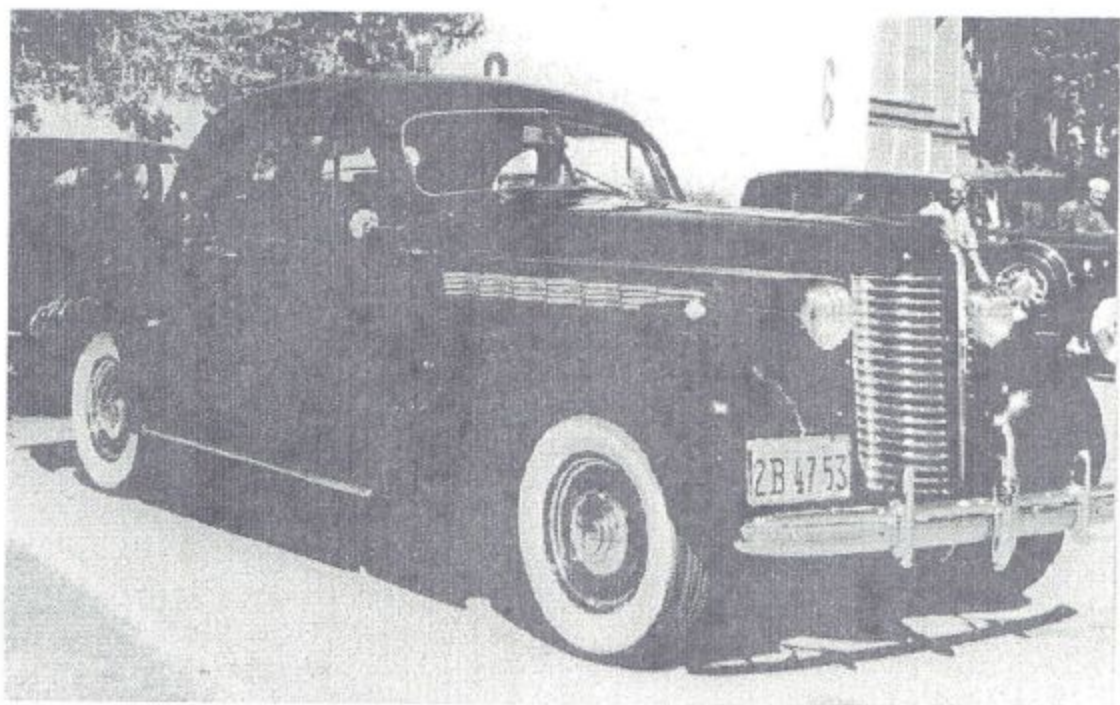
This yellow 1937 Special Convertible Coupe Model 46C with sidemounts and a spotlight belongs to **Craig Allen** (#746) in Florida. Craig also owns three other Specials, a 37-48 2-Door Trunk Back Sedan, 38-41 4-Door Trunk Back Sedan and a 38-46 Business Coupe.



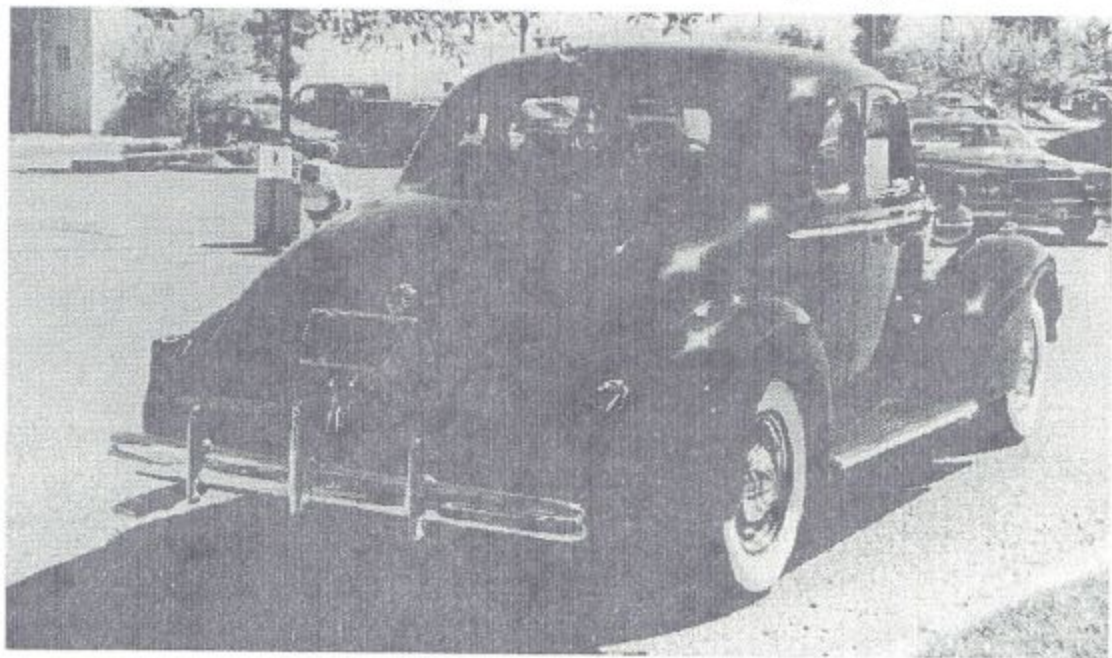
Ron Stimson (#939) in Ohio also owns another yellow 37-46C as well as the 37-41 Sedan. Ron bought the 46C in 1975. He used it in many local car meets and is now in the process of restoring it.

1938 BUICK COUPES

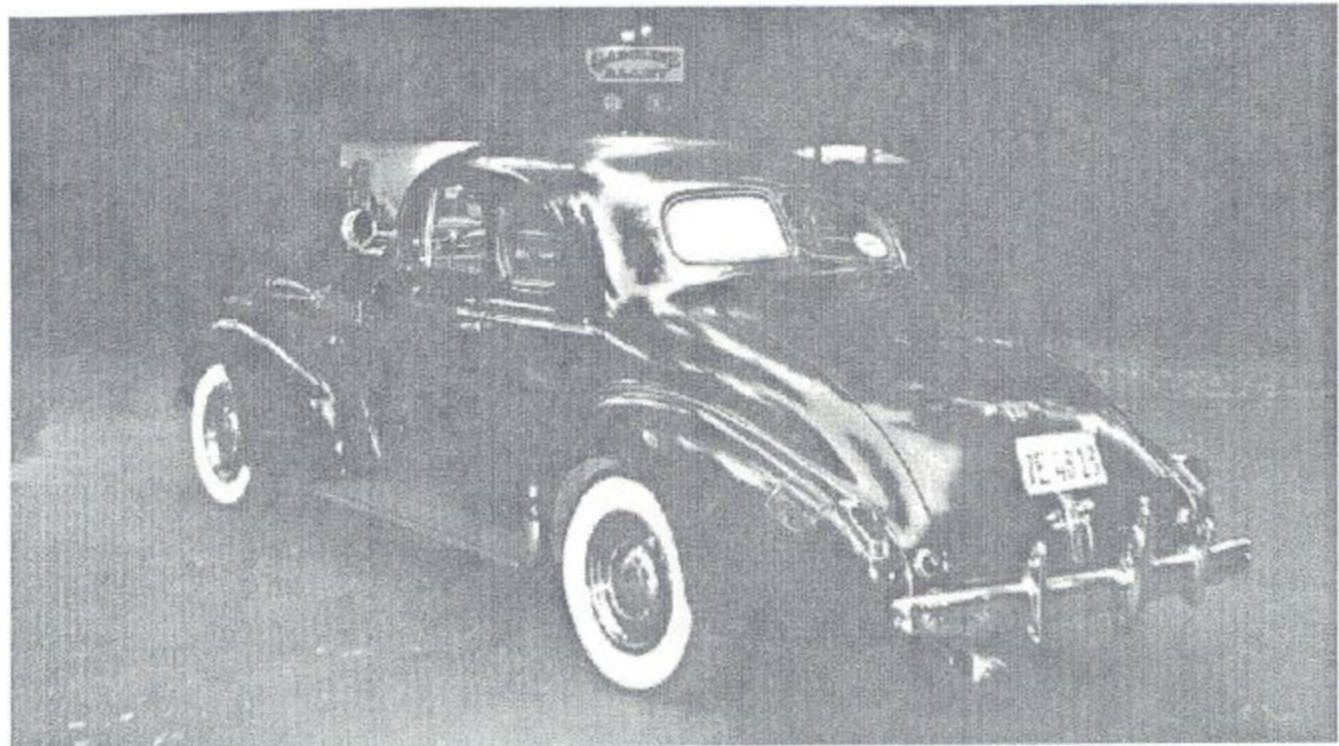
(By Harry Logan #651)



This black '38 Special Sport Coupe (with 2 fold-down jump seats) Model 46S belongs to **Dan Henry** (#1021) of Newport beach, CA. It was purchased new in New York by one of Dan's relatives and has been in his family ever since. Note the after market sharks tooth grille guard.



The car had been in an accident and the driver's side door smashed in. Dan has had the car restored to original and it's beautiful. The woodgraining has been redone and it has a Hampton Coach interior. The inside of the trunk is pristine. Note the rare folding Buick center guard. The release lever on this guard like on my own is not spring loaded. Also note the absence of a Buick 8 trunk badge.



This '38 Business Coupe Model 46 belongs to **Saul Hoffman** (#666). It is black with optional red wheels. The Business Coupe is identical to the Sport Coupe except for the jump seats. Buick made over 11,000 Business Coupes against only 5,000 Special Sport Coupes. Note Saul's trunk has the Buick 8 badge.



David Boos (#569) black '38 Business Coupe does not have the trunk badge. All the '38 sedan's I've seen have the trunk badge, but many '38 coupes including some Century Sport Coupes do not. Another Buick mystery!

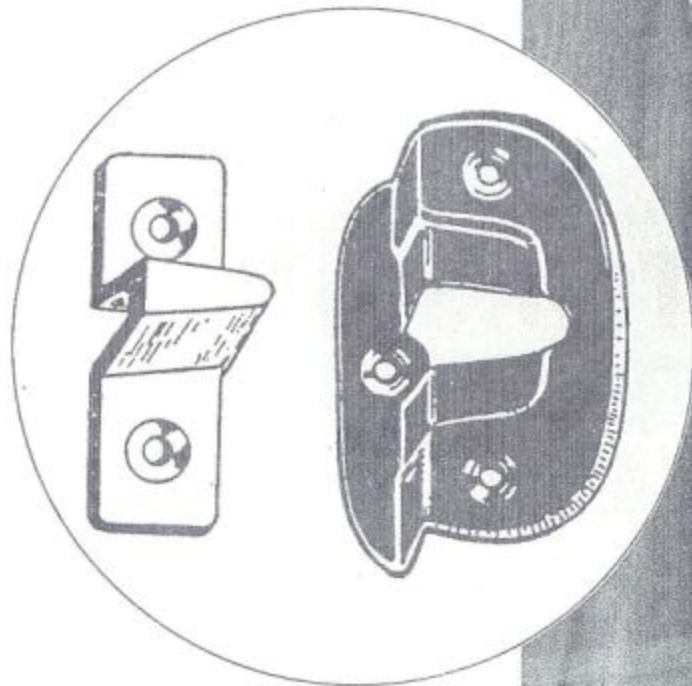
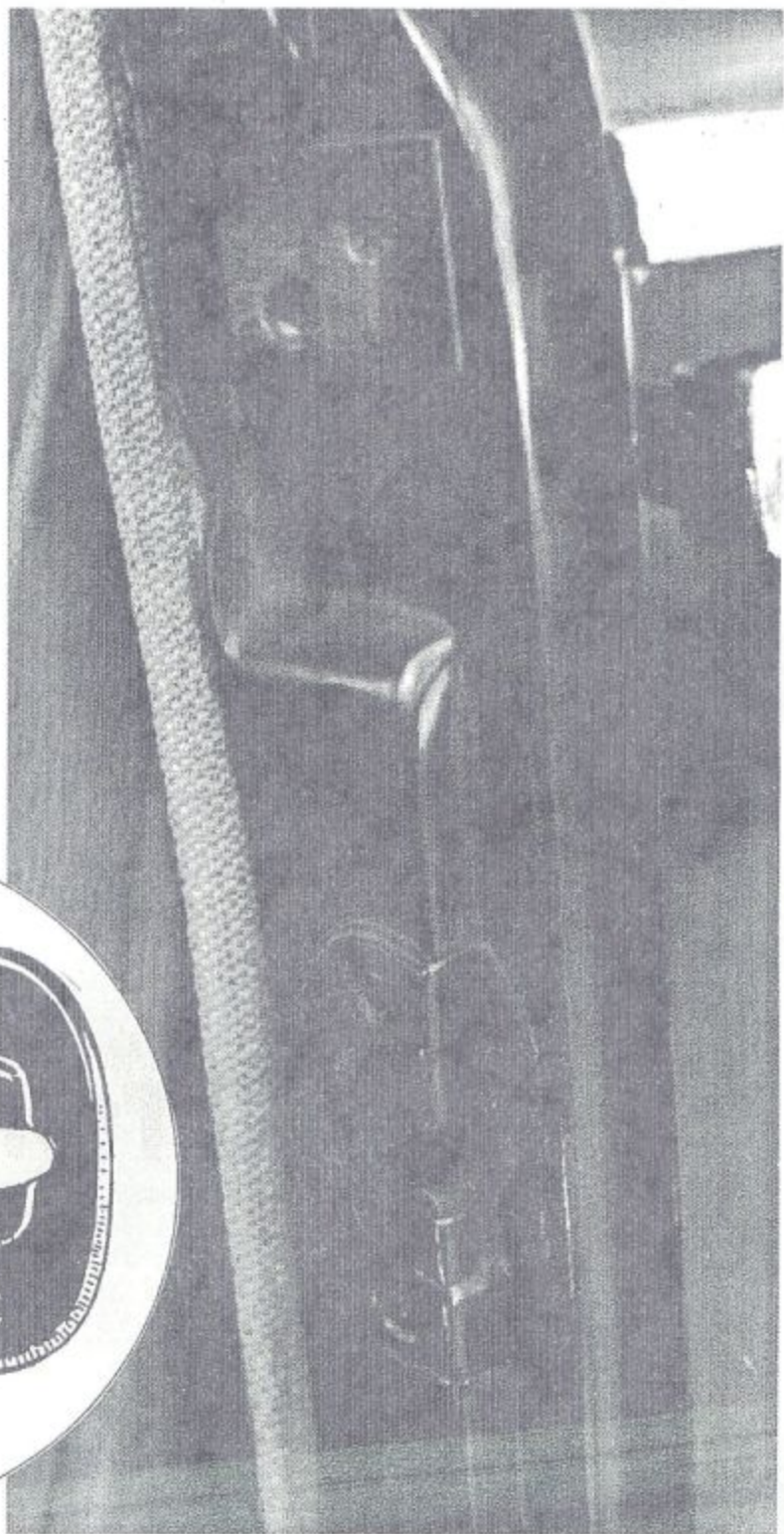
DOOR BUMPERS

By Harry Logan (#651)

Technical
TIPS 

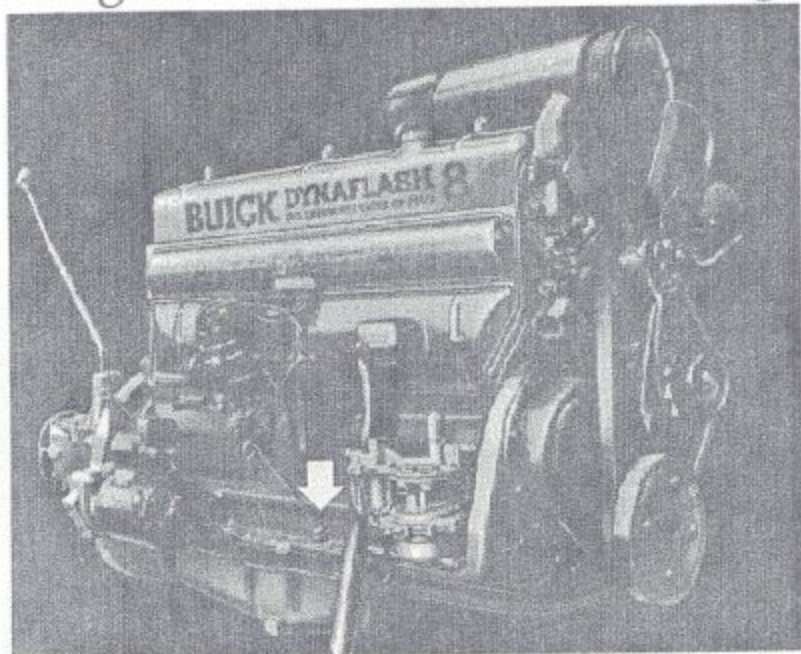
This diagram from the April 1, 1939 Body Parts Manual shows the bumper's internal cushions, springs and shoes that push against the wedge plate. Over time, these can wear out. Bob's Automobilia sells a Door Jamb Wedge Spring and Bumper set DB-371 for \$6. It's good for one door. Notice in the diagram that the wedge plate is chromed and the cap (cover) is painted. The original cars I've seen have a chrome wedge plate with the cap painted the body color. But reproduction caps are usually chrome plated.

The photo is of a 1938 Special that has its original Van Gogh Green paint. Notice that the door cap (cover) and striker plate above it are painted body color. Most restorers have the striker and cap chromed because they look nicer than painted the body color.



By Harry Logan (#651)

The photo below depicts a 1938 Big Series Engine. It shows that the **dipstick** on all 1938 (1937/1939) engines was *located in the center of the block below the ignition coil*. In 1940, the dipstick was *relocated to the rear of the block just above the starter motor*. So if you see that your dipstick is located at the rear of the engine, then someone has replaced the original with a 1940 or later engine!



BUICK MOTORS STANDS BEHIND THEIR FANS

Buick used an X shaped fan on all 1937 cars. The X fan was also used on 1938 cars, then changed to the asymmetrical fan shown in the photo above on Series 40 and 60 cars. These changes occurred after engine number 4-3535259 on Series 40 and 6-3524449 on Series 60. These motor numbers indicate the changes occurred late in the production run. The fan was not

changed on 80 and 90 Series cars. They used the same X fan for both years. (See page 31, Group 1.359 in the 1928 to 1942 Chassis Parts List). Buick also changed the fan pulley when they made the fan change on 1938 Series 40 and 60 cars. (See page 32, Group 1.406 in the 1928 to 1942 Chassis Parts List). I do not know what the change was. **Do any members have comments?**

1937 FRAMES STRONGER THAN IN '36

By Harry Logan (#651)

The 1937 Special and Century frames were entirely redesigned and feature twice the rigidity of the 1936 frames. The biggest improvement is due to the use of I beams in the diagonal cross members. For an equal amount of metal, the I beam is far stronger than the channel section. The use of I beam cross members and the fact that they are straight and not offset have increased the rigidity over twice what it was in 1936.

The Roadmaster and Limited frames were similar to those used in 1936.

There are no body mounting brackets (as on '38 Buicks). The body mounts to the frame with bolts through the side rails. The body is kept insulated from the frame by rubber pads on closed cars and hard fiber pads on open cars.

Open car frames have additional strength provided by making the side rails of 1/32" (0.8 mm) thicker. In 1938 Buick made open car side rails 3/64" (1.2 mm) thicker than on closed cars. Back then, strength meant thicker.

Technical TIPS

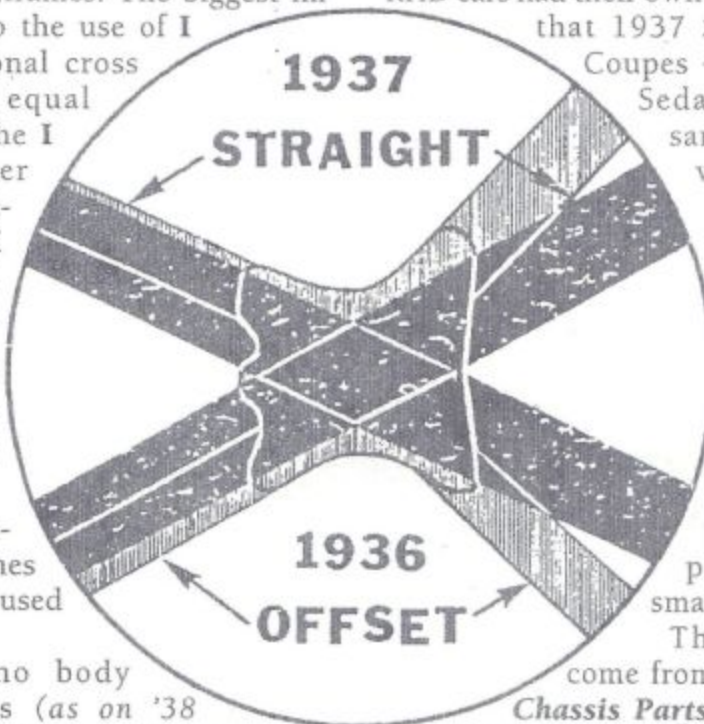
Below are all the 1937 and 1938 frame part numbers for LHD (left hand drive) cars. RHD cars had their own frames. Note (top line) that 1937 Special Convertible Coupes 46C and Convertible Sedans 40C shared the same frame. The same was true for Centuries. All '37 Special closed cars shared the same frame. All '37 Century closed cars shared the same frame. Note that the open car frames cost more than closed car frames because of the thicker metal used and probably also the smaller number made.

These part numbers come from the January 1, 1938 Chassis Parts List. Its companion Body Parts List is dated April 1, 1939. I have another set of Body and Chassis Parts Lists

dated May 1, 1945. They do not show all the 1937 and 1938 Parts as the earlier manuals do. So be aware that Buick dropped some part numbers in their later lists.

The '38/'39 Lists I have are originals. I have

never seen these reproduced although they are probably the best to use for our cars.



...1300215	90.00	...	1	1937-40C-46C (LHD)
...1297293	75.00	...	1	1937-41-44-46-46S-47-48 (LHD)
...1297685	95.00	...	1	1937-61-64-66S-67-68 (LHD)
...1300219	100.00	...	1	1937-60C-66C (LHD)
...1394191	110.00	...	1	1937-80C (LHD)
...1394189	105.00	...	1	1937-81-81F (LHD)
...1394193	110.00	...	1	1937-90 (LHD)
...1304065	90.00	...	1	1938-40C-46C (LHD)
...1303283	85.00	...	1	1938-41-44-46-46S-47-48 (LHD)
...1304067	100.00	...	1	1938-60C-66C (LHD)
...1302731	95.00	...	1	1938-61-64-66S-67-68 (LHD)
...1304054	110.00	...	1	1938-80C (LHD)
...1302660	105.00	...	1	1938-81-81F-87 (LHD)
...1302656	110.00	...	1	1938-90 (LHD)



Technical TIPS

'37 & '38 PAINT & TRIM CHARTS

Thanks to **Doug Nelson (#51)** for loaning me this chart which he purchased at an auction of Buick literature. This chart (below) dated December 13, 1937 lists the 1938 Buick paint colors, the standard and optional wheel and stripe colors and the trim (upholstery) combinations possible for each model. Use this chart to find out the color and upholstery that was on your '38 Buick when it was new. Also use it if you have a new firewall ID tag made

to reflect the paint and trim combination you now have. Page 17 shows the same information for 1937 Buicks

There is only one person I know who recreates Buick firewall ID tags. His tags are excellent. They cost \$175. Contact:

A. G. Backeast

Box 581

Plainville, CT 06062

Chart No. 4 (Destroy Previous Charts)

1938 BUICK COLORS - TRIMS - MODELS

December 13, 1937

COLOR CODE	COLOR - ALL SERIES	DUCCO NUMBER	OPTION-STANDARD ON ALL SERIES			WHEEL COLORS		
			NO. 1	DUCCO NO.	STRIPE	NO. 2	DUCCO NO.	STRIPE
515	Rembrandt Black	242-2122	Black	DUCCO 2206	Silver	Dante Red	82-20383	Silver
516	Gainsborough Blue	242-51995	Gainsborough Blue	94-20329	Silver	Dante Red	82-20383	Silver
517	Verdagh Green	242-51252	Verdagh Green	94-20390	Silver	Sevensley Green	94-20118	Silver & Yellow
518	Titian Maroon	242-52338	Titian Maroon	94-20361	Silver	Dante Red	82-20383	Silver
519	Botticelli Blue	202-51567	Botticelli Blue	82-3444	Silver	Vincentines Red	82-20522	Green
520	Whistler Grey	202-51576	Whistler Grey	82-3491	Carmarot Red	Dante Red	82-20383	Silver
521	Roser Grey	202-52687	Use Option #2 as Standard			Stanhope Blue	94-20321	Silver
523	VanDyck Brown	202-52558	VanDyck Brown	182-20330	Silver	Vincentines Red	82-20522	Green
524	Raphael Green	202-52573	Use Option #2 as Standard			Sevensley Green	94-20118	Silver & Yellow
525	Co'Sanne Beige	202-53007	Co'Sanne Beige	182-20595	Silver	Bugatti Red	94-20265	Silver

TRIM COMBINATIONS

M/41-44-46-46B-47-48

400	Bedford Cord - Tan
401	Mohair Fabric - Taupe
402	Leather - Black (x)
403	Leather - Tan (x)
404	Leather - Grey (x)
405	Leather - Green (x)
406	Leather - Blue (x)
407	Leather - Red (x)

M/40C & 46C

443	Bedford Cord - Tan
444	Leather - Black
445	Leather - Tan
446	Leather - Grey
447	Leather - Green
448	Leather - Blue
449	Leather - Red
450	Tan Bedford Cord & Blk. Lea.
451	Tan Bedford Cord & Tan Lea.
452	Tan Bedford Cord & Grey Lea.
453	Tan Bedford Cord & Green Lea.
454	Tan Bedford Cord & Blue Lea.
455	Tan Bedford Cord & Red Lea.

M/61-66B-67-68

408	Bedford Cord - Grey
409	Bedford Cord - Tan
410	Mohair Fabric - Taupe
402	Leather - Black (x)
405	Leather - Tan (x)
404	Leather - Grey (x)
406	Leather - Green (x)
406	Leather - Blue (x)
407	Leather - Red (x)

M/60C & 66C

456	Bedford Cord - Tan
457	Leather - Black
458	Leather - Tan
459	Leather - Grey
460	Leather - Green
461	Leather - Blue
462	Leather - Red
463	Tan Bedford Cord & Blk. Lea.
464	Tan Bedford Cord & Tan Lea.
465	Tan Bedford Cord & Grey Lea.
466	Tan Bedford Cord & Green Lea.
467	Tan Bedford Cord & Blue Lea.
468	Tan Bedford Cord & Red Lea.

M/80C

469	Bedford Cord - Tan
470	Bedford Cord - Grey
471	Broadcloth - Tan
472	Broadcloth - Grey
473	Leather - Black
474	Leather - Tan
475	Leather - Grey
476	Leather - Green
477	Leather - Blue
478	Leather - Red
479	Grey Bedford Cord & Blk. Lea.
480	Tan Bedford Cord & Tan Lea.
481	Grey Bedford Cord & Grey Lea.
482	Tan Bedford Cord & Green Lea.
483	Grey Bedford Cord & Blue Lea.
484	Tan Bedford Cord & Red Lea.

TOPS FOR CONVERTIBLE MODELS

77	- Tan Teal
97	- Blue Grey Teal
117	- Black Teal
For use on 400-400-600-660-800	

M/91-91F-97

611	Bedford Cord - Grey
612	Bedford Cord - Tan
613	Broadcloth - Grey
614	Broadcloth - Tan
615	Mohair Fabric - Taupe
616	Leather - Black (x)
617	Leather - Tan (x)
618	Leather - Grey (x)
619	Leather - Green (x)
620	Leather - Blue (x)
621	Leather - Red (x)

M/90-91

622	Bedford Cord - Grey
623	Bedford Cord - Tan
624	Broadcloth - Grey
625	Broadcloth - Tan
626	Leather - Black (x)
627	Leather - Tan (x)
628	Leather - Grey (x)
629	Leather - Green (x)
630	Leather - Blue (x)
631	Leather - Red (x)

M/90L

632	Bedford Cord - Grey
633	Bedford Cord - Tan
634	Broadcloth - Grey
635	Broadcloth - Tan
636	Leather - Black (x)
637	Leather - Tan (x)
638	Leather - Grey (x)
639	Leather - Green (x)
640	Leather - Blue (x)
641	Leather - Red (x)

NOTE: Front Compartment trimmed in leather is standard construction but can be supplied to match trimming of rear compartment at no extra cost.

1937 BUICK COLORS - TRIMS - MODELS

April 30-1937

COLOR CODE	COLOR - ALL SERIES	TRIM NUMBER	COLOR	TRIM NUMBER	STRIPS		
500	Black	2422101	Black - Dux	2422206	Boi Grey 813768		
501	Chancellor Blue	2421267	Chancellor Blue	2421305	Boi Grey 813768		
502	Coronary Green	24251252	Coronary Green	2425190	Boi Grey 813768		
503	Bedford Maroon	24450721	Bedford Maroon	2445144	Boi Grey 813768		
504	Bedford Blue	20251567	Bedford Blue	2025191	Boi Grey 813768		
505	Wellington Grey	20251576	Wellington Grey	2025191	Boi Grey 813768		
506	Sumatra Beige	20252304	Sumatra Beige	20252805	Boi Grey 813768		
509	Bengal Brown	20252304	Bengal Brown	20252805	Boi Grey 813768		
511	Balsoral Green	20251872	Balsoral Green	20252805	Boi Grey 813768		
512	Bedford Grey	20252687	Bedford Grey	20252805	Boi Grey 813768		
TRIM COMBINATIONS		GARDEN MOUNTINGS		TRIM COMBINATIONS			
M 41-44-46-48-47-45		Brown		M 90 - 91			
500	Bedford Cord - Tan	"	500	Bedford Cord - Grey	Black		
501	Mohair Fabric - Taupe	"	501	Bedford Cord - Tan	Mahogany or Grey		
502	Leather - Black - Extra Cost	"	502	Broadcloth - Grey	Black		
503	Leather - Tan	"	503	Broadcloth - Tan	Mahogany or Grey		
504	Leather - Grey	"	504	Leather - Black - Extra Cost	Black		
505	Leather - Green	"	505	Leather - Tan	Mahogany		
506	Leather - Blue	"	506	Leather - Grey	Black		
507	Leather - Red	"	507	Leather - Green	Black		
M 400 and 450		Chrome		508	Leather - Blue	Black	
508	Cloth - Brown Novelty	"	509	Leather - Red	Black		
509	Bedford Cord - Tan	"	M 91F				
510	Mohair Fabric - Taupe	"	500	Bedford Cord - Grey	Black		
511	Leather - Black - Extra Cost	"	501	Bedford Cord - Tan	Mahogany		
512	Leather - Tan	"	502	Broadcloth - Grey	Black		
513	Leather - Grey	"	503	Broadcloth - Tan	Mahogany		
514	Leather - Green	"	504	Leather - Black - Extra Cost	Black		
515	Leather - Blue	"	505	Leather - Tan	Mahogany		
516	Leather - Red	"	506	Leather - Grey	Black		
M 61-64-66-67-68		Brown		507	Leather - Green	Black	
508	Bedford Cord - Grey	"	508	Leather - Blue	Black		
509	Bedford Cord - Tan	"	509	Leather - Red	Black		
510	Mohair Fabric - Taupe	"	M 90L				
511	Leather - Black - Extra Cost	"	500	Bedford Cord - Grey	Black		
512	Leather - Tan	"	501	Bedford Cord - Tan	Mahogany		
513	Leather - Grey	"	502	Broadcloth - Grey	Black		
514	Leather - Green	"	503	Broadcloth - Tan	Mahogany		
515	Leather - Blue	"	504	Leather - Black - Extra Cost	Black		
516	Leather - Red	"	505	Leather - Tan	Mahogany		
M 600 and 660		Chrome		506	Leather - Grey	Black	
508	Cloth - Brown Novelty	"	507	Leather - Green	Black		
509	Bedford Cord - Tan	"	508	Leather - Blue	Black		
510	Bedford Cord - Grey	"	509	Leather - Red	Black		
511	Leather - Black	"	TOPS FOR CONVERTIBLE MODELS				
512	Leather - Tan	"	Tan Top				
513	Leather - Grey	"	Blue Grey Top				
514	Leather - Green	"	Black Top				
515	Leather - Blue	"	For use on 400 - 450 - 600 & 660 - 800				
516	Leather - Red	"					
M 80C		Chrome		BUICK 1937 MODELS			
500	Bedford Cord - Tan	"	400 - 4 Door Phaeton - Plain Back				
501	Bedford Cord - Grey	"	41 - 4 Door Sedan - Trunk Back				
502	Broadcloth - Tan	"	44 - 2 Door Sedan - Plain Back				
503	Broadcloth - Grey	"	45 - Business Coupe - Tire in Rear Compartment				
504	Leather - Black	"	46C - Convertible Coupe - Frashie Seat - Tire in Rear Compartment				
505	Leather - Tan	"	46B - Sport Coupe - Opera Seats - Tire in Rear Compartment				
506	Leather - Grey	"	47 - 4 Door Sedan - Plain Back				
507	Leather - Green	"	48 - 2 Door Sedan - Trunk Back				
508	Leather - Blue	"	410 - Chassis only				
509	Leather - Red	"	600 - 4 Door Phaeton - Plain Back				
M 81		Black		61 - 4 Door Sedan - Trunk Back			
511	Bedford Cord - Grey	"	64 - 2 Door Sedan - Plain Back				
512	Bedford Cord - Tan	"	66C - Convertible Coupe - Frashie Seat - Tire in Rear Compartment				
513	Broadcloth - Grey	"	66B - Sport Coupe - Opera Seats - Tire in Rear Compartment				
514	Broadcloth - Tan	"	67 - 4 Door Sedan - Plain Back				
515	Mohair Fabric - Taupe	"	68 - 2 Door Sedan - Trunk Back				
516	Leather - Black - Extra Cost	"	610 - Chassis only				
517	Leather - Tan	"	BUICK 1937 MODELS				
518	Leather - Grey	"	80C - 4 Door Phaeton - Trunk Back				
519	Leather - Green	"	81 - 4 Door Sedan - Trunk Back				
520	Leather - Blue	"	81F - 4 Door Formal Sedan - Trunk Back				
521	Leather - Red	"	810 - Chassis only				
M 81F		Black		90 - 4 Door Sedan - 6 Passenger - Trunk Back			
511	Bedford Cord - Grey	"	90L - Limousine - 6 Passenger - Trunk Back				
512	Bedford Cord - Tan	"	91 - 4 Door Sedan - 6 Passenger - Trunk Back				
513	Broadcloth - Grey	"	91F - 4 Door Formal Sedan - 6 Passenger - Trunk Back				
514	Broadcloth - Tan	"	900 - Chassis only				
515	Mohair Fabric - Taupe	"					
516	Leather - Black - Extra Cost	"					
517	Leather - Tan	"					
518	Leather - Grey	"					
519	Leather - Green	"					
520	Leather - Blue	"					
521	Leather - Red	"					

NOTE - ALL MODELS HAVE CHROME MOUNTINGS



Technical TIPS

UPGRADING MY '38 CENTURY

By Cecil Don (#637)

This photo shows my wife and I next to our black '38 Century Slant Back Sedan Model 67. I recently upgraded it using the rear end from a 1955 Roadmaster. This lowered the rear end gear ratio from 3.9 to 3.36. I also replaced the Century's 2" wide brakes with the '55 Roadmaster's 2 1/4" brakes on all four wheels. Then I had the wheels balanced. Wow! What an improvement!

Then I had a small gear box called a compensator installed to correct the speedometer for the new gear ratio. These boxes are used on trucks to correct the speedometer for rear end changes.

Here are the changes I had made:

• FRONT WHEELS

New shocks were installed, new upper and lower outer A arm pins, new brake shoes and wheel cylinders and brake hoses. Replaced wheel bearings and seals. New master cylinder and brake hose.

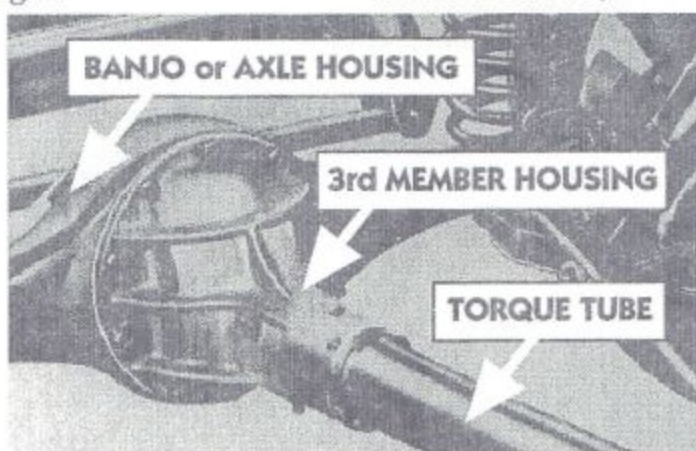
The front brakes were converted from 1938 2" wide shoes to 1955 2 1/4" wide shoes. This was done by replacing the '38 brake backing plates with the '55 brake backing plates. The backing plates interchange with no machining.

The '55 brake drums which are 1/4" wider were removed from the '55 hubs and

the '38 hubs installed. The '38 hubs used a smaller diameter bearing than the '55. This is why we had to put the '55 drums on the '38 hubs. I believe if a person wanted the heavier '55 bearings on the '38 car, you could replace the '38 spindle with the '55 spindle.

This would allow the bigger bearings and you would not have to switch the '38 hubs to the '55 drums. (Ed. This conversion can be done. Just

make sure you remember to use the correct size bearings to fit the '55 spindles. The upgraded '55 spindles should bolt right up to the steering knuckle and etc.).



• REAR END

Replaced wheel cylinders, bearings/seals, pinion bearings, carrier bearings, brake shoes, and the steel brake line from the hose along the torque tube to the wheels cylinders.

The rear axle ratio was changed from 3.9:1 to 3.36:1. The 3.36 ratio came out of a '55 Buick Roadmaster. This was accomplished by installing the '55 third member and carrier in the '38 Buick's axle housing. To do this, you have to machine 1/4" (.250") off the '55's 3rd member mounting flange (see fig. A) and enlarge the mounting holes to 29/64". This is 1/64" larger than the 7/16" diameter '38 bolts.

The '55 carrier holding the ring gear bolts onto the '55 3rd member inside the '38 axle housing. Because 1/4" (.250") was machined off, the carrier will now be centered in the axle housing and the two '38 axles will fit into it correctly.

Measure the distance from the '38 3rd member mounting face to the flanged end of the Torque Tube, by the transmission. My car measured 64 3/8" (see fig. B).

This critical measurement is what you will have to have from the '55 3rd member mounting face to the end of the torque tube when the new torque tube is fabricated (see fig. D).

Then cut the pinion end of the '55 Torque Tube off about 1 to 1 1/2 feet from the mounting flange (see fig. C).

Now cut the torque tube on the '38 third member off right at the point where it's pressed into the 3rd member (in front of the rivets). Weld the '38 & '55 torque tubes together so that you end up with an overall finished length of 64 3/8" (see fig. D).

Next you'll need to modify the rear end of the '38 drive shaft to accept the '55 pinion gear. Remove the female splined end of the '38 drive shaft and replace it with the female splined end of the '55 drive shaft (see fig. E). When making the new drive shaft, make sure it sticks out 2 1/4" from the transmission end of the torque tube (see fig. D). No machining is needed on the axle shafts. Just use the original '38 axles. Use the '38 side gears and spiders with the '55 carrier.

• REAR BRAKES

The rear brakes were changed from '38 2" wide shoes to '55 2 1/4" wide shoes. This was done by putting '55 backing plates on the '38 housing and replacing the original '38 1/4" brake line with '55 7/16" tubing and putting the '38 emergency brake cable and related shoe hardware on the '55 backing plates.

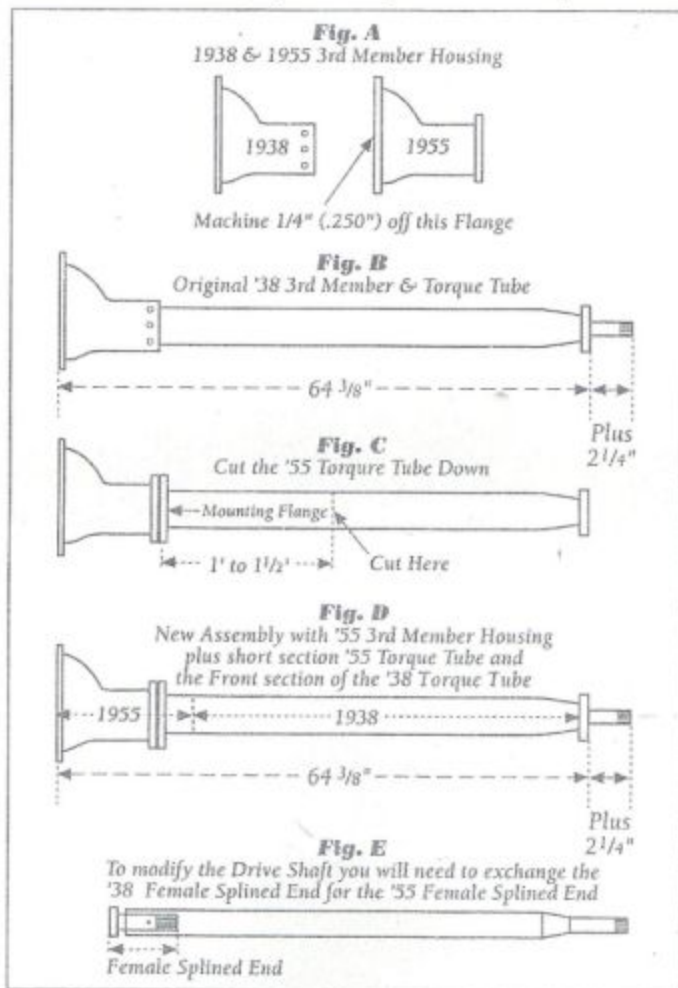
Note: '38 through '55 side gears and spiders and spider shaft are interchangeable within certain models. Also, ratio's from about 1941 through 1955 (at least) are interchangeable to earlier models with this modification.

(ED: Club member David Bylsma (#117) wrote a similar article entitled REAR END SWAPPING in the May/June 1993 Torque Tube. I'd recommend you read it to help in understanding this modification. If you don't have this issue, I can supply them at \$5 each postpaid.)

Cecil recently drove his '38 Century with a 3.36:1 rear end to a Buick show in Las Vegas, a trip of well over 1000 miles.

Cecil was extremely happy with his car's performance. He said it cruised effortlessly at 65/70 mph and got 16 mpg. And he rarely had to take it out of high gear even when in the mountains.

One other item in using later model rear backing plates. They have two extra holes which were used to mount the shock absorber. To keep dust out, and make the project look original again, these two holes should be filled in by welding them closed and finished off.)





Technical TIPS

Paint has been the running subject in the *Torque Tube* for years.

I too have an opinion on paints, looks and authenticity. Through the years I have restored and painted several cars. I am no professional but all the cars I have done have won prizes when shown. I have used **nitrocellulose** and **acrylic lacquer** on the bodies.

I restored my first car in 1963, a 1931 Buick. I personally painted it an original maroon using **nitrocellulose** paint mixed to the original formula. Both were still available then. The car is still being successfully shown today and I am told it still has the same paint I put on 30+ years ago. I feel there is nothing like the look of **nitrocellulose** if you are willing to put in the effort of keeping it up.

My 1918 Buick was painted with **nitrocellulose** in 1953 by its previous owner. The body still looks pretty good some 40 years later. However about 12 years ago the fenders were looking pretty sad and I was talked into painting them with **IMRON**. I have regretted that ever since, the paint just does not look right.

With this background, when I was restoring our '38 Roadmaster in 1985, I decided to do it in black **acrylic lacquer**. I have a friend who owns a body shop who was encouraging me to use modern paint, but I resisted.

I think the car came out looking terrific. **It was judged best 1938 Buick at the Western '37/38 Club meet in 1990.**

Because we have so many cars the poor Roadmaster must be stored outside under cover. It is exposed to the usually moderate temperature swings here in California. However, about two years ago we had a wild change in temperature where it went from below freezing to about 60°F (16°C) in a short time. The next time I went to use the Roadmaster, I saw little blisters in the paint all over the car. Was I sick! I don't know what went wrong. There is probably someone out there who could tell me what I did wrong some 7 years before, but this was

ANOTHER MAN'S OPINION...AND NOW I AM A BELIEVER!

By Don Micheletti (#250)

the first time I have had anything like this happen to any of my cars.

I wanted to go to the '37/'38 *West Coast Meet* this year but I didn't want to show up with the car looking so bad. It had actually started peeling by then. I was considering touching up the bad areas since I still had the original paint. (We can't buy acrylic lacquer here any more!)

My body shop friend asked me if I had learned anything from this experience.

About two weeks before the Meet he offered to repaint the bad areas on the car for me using **polyurethane paint**. His shop does really good work and is a high end body shop. He has all the necessary and modern equipment, paint booth, guns, etc. as currently required by the environmental laws.

I asked his painter if he wanted to use **the acrylic lacquer....emphatically NO!** Another consideration was I didn't have to do the work myself and there wasn't much time!

I was reluctant because I felt the car would not look right with two types of paint. My friend agreed it would be noticeable, but it certainly would look better than it did before. I finally agreed.

The hood, trunk lid, top of the car, entire rear and cowl, down to the belt molding were stripped to bare metal and repainted. The rest would remain the **acrylic lacquer** I put on 10 year ago. My hopes were not high.

After the car was cleaned, polished and reassembled (*the day before the Meet*), neither my friend nor I could believe what we saw. You absolutely could not tell the new from the old.

The next three days saw all kinds of weather from rain to fog to bright sunshine. No matter what the light, you could not tell the difference between the two types of paint. This might be so because the paint is black, but it worked! **It was a very pleasant surprise.**

Up until now I have resisted using modern paints as not looking right on the car **but now I have been converted!**

INTAKE MANIFOLDS

By Harry Logan (#651)

Technical TIPS

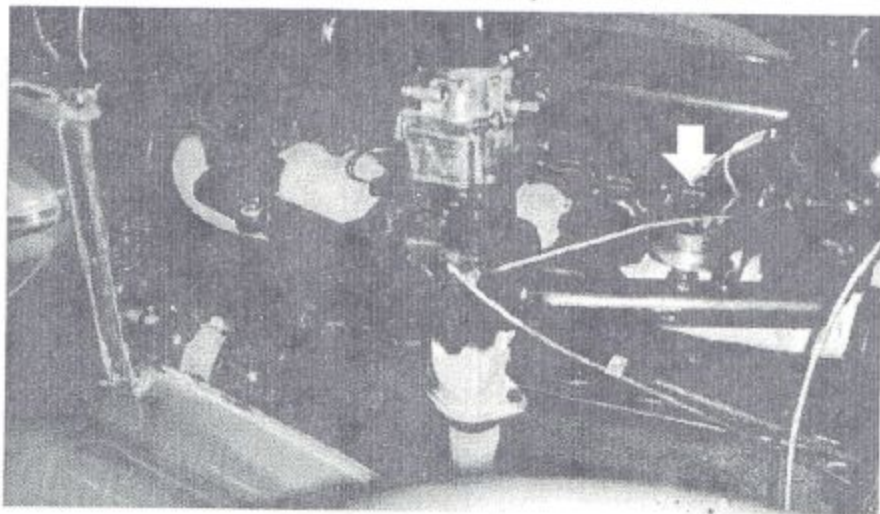


1937 and 1938 intake manifolds are nearly identical and are interchangeable. The only difference is that '37 manifolds have a tapped hole at the end closest to the firewall (see top photo). This is where the vacuum starter switch screws in. On '38 manifolds this hole is filled in as the vacuum starter switch was moved to the carburetor to become part of the automatic choke.

In 1939 and later, the motor mounts were changed. This tilted the motor down towards the rear. To offset this tilt and afford a

level mounting of the carburetor, the three rear legs of the intake manifold were offset at right angles (see bottom photo). '39 and later manifolds will interchange with '37 and '38 motors. So if your intake manifold is raised in the rear, you have a '39 or later manifold on your car.

If you do have a '37 or '38 engine and have a '39 or later intake manifold you might have a problem. If your intake manifold is raised in the rear, your carburetor will be tilted forward. This could result in poor performance from your carburetor.





Technical TIPS

REPAIRING YOUR 1938 BUICK ACCELERATOR'S RUBBER HINGE

By Harry Logan (#651)

The 1938 Engineering Features Manual states that Buick devised: "An ingenious method of insulating the throttle linkage from the accelerator pedal." The manual goes on to say, "With this simplified linkage there is no feeling of lash in the accelerator pedal. The operator has the feeling of positive, solid, pedal action in controlling the speed of the car, rather than the limp, delayed response involved in complicated throttle linkages."

"Through its simplification, it is almost impossible for the hook-up to become disarranged or to be assembled wrong. By insulating the pedal from the linkage, occasional noises are prevented from radiating into the body, from the engine and from the throttle controls. A positive feeling, but flexible pedal action is achieved which is not tiring to the foot owing to the extreme ease of operation. Those sensitive to heat will appreciate

the effectiveness of the insulator in preventing heat from being conveyed through the linkage to the accelerator pedal. An ob-

long piece of rubber-impregnated fabric, similar to a section of tire casing, is interposed between the end of the carburetor throttle rod and the end of the accelerator pick-up lever to which the rod is ordinarily connected. The throttle rod return spring is connected so that it too



RUBBER HINGE

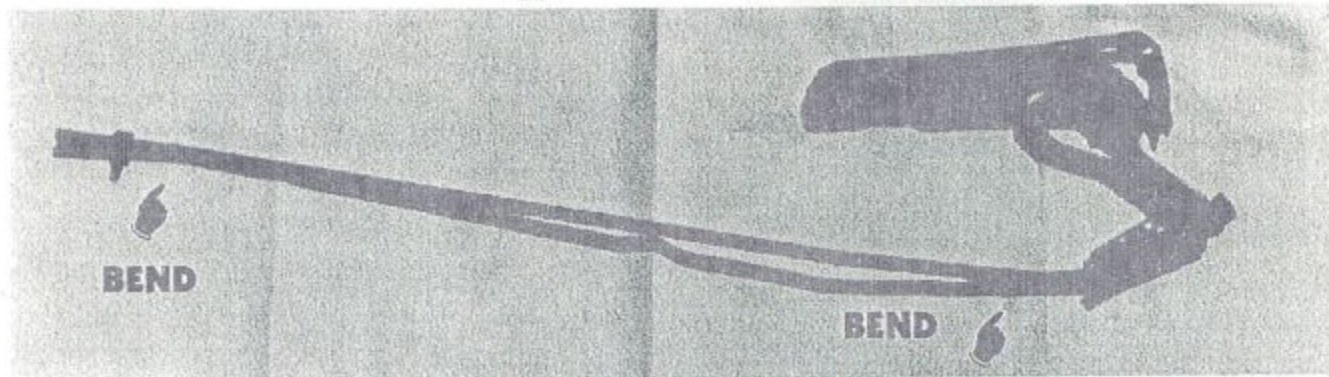
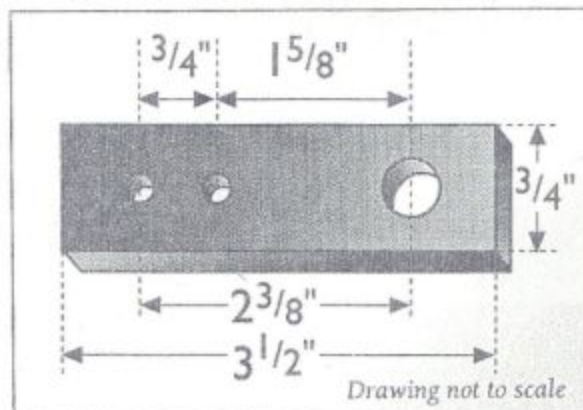
is insulated."

Well, if you've got a '38 Buick, sooner or later this rubber hinge will break. It happened to

me on the way to a car show just as I was on the entrance ramp to a freeway. I managed to drive home using the throttle, but it made me a little nervous.

You can make a new rubber hinge with these dimensions, at left, using either an old tire or go to

a nursery and buy some rubber tree ties made out of old tires. In making the three holes in



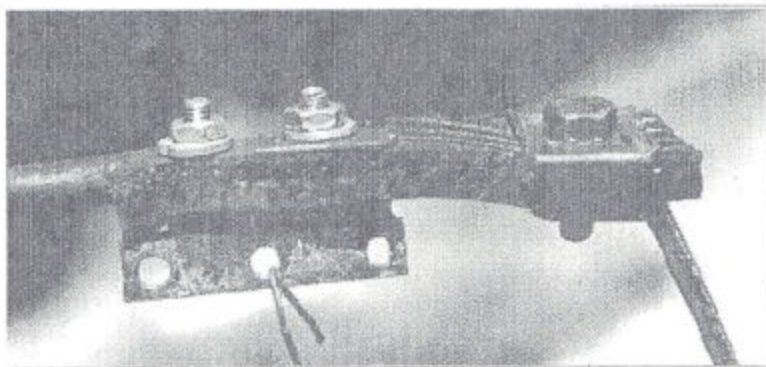
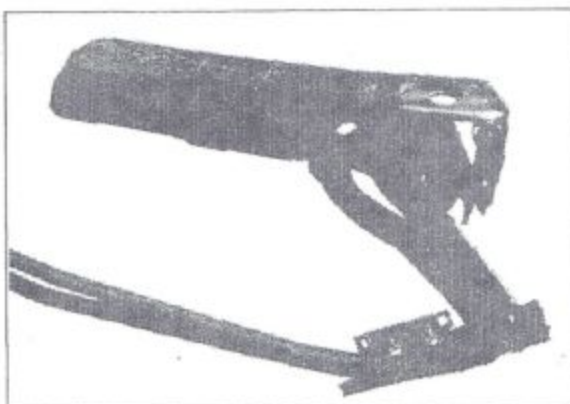
the hinge, I found it works better using a punch instead of trying to drill a hole in the rubber. The two smaller holes are 1/8" and the larger one 1/4". I also made an extra hinge to keep in my glove box in case I have to fix it on the road.

You can attach the rubber hinge to the accelerator rod on your workbench with two screws. The rod has two bends in it. It is possible to connect the rod backwards. You will know if you do, as the end that attaches to the carburetor will bend in towards the motor in stead of going straight back before it bend inwards.

The rubber hinge is sandwiched between the rod on the bottom and a small angle bracket on top. This angle bracket has three holes for changing the accelerator spring tension. I found, after trial and error, that the middle hole worked best for me.

The other end of the rubber hinge attaches to the accelerator pedal with a 1/4-28

bolt. My car still had the 3/4" wide "U" shaped washer that this bolt goes through.



The hardest part of the repair is trying to attach this bolt to the accelerator pedal. It's in a very hard-to-reach spot. I found it much easier to enlarge the 1" high by 1/2" wide hole in the metal floor for the accelerator pedal connection to a 1" square hole. Now you

can assemble the whole unit on your workbench, then push the rod and hinge

through this hole from the inside of the car and attach the accelerator pedal using two screws.

Now open the hood and attach the accelerator spring

from one of the three holes to the firewall.

Finally connect the accelerator rod to the carburetor using a small washer and cotter pin and your assembly is complete.

It's a good idea to check this rubber hinge if you haven't done it already. Also, make and keep a spare in your glove box just in case.



Parts FOR SALE

EDITOR'S NOTE

In you find it difficult writing & mailing an AD to appear here in the Torque Tube you can call and dictate it to me over the phone. Or FAX it to me. My number is (415) 941-4587 and is set up to receive your VOICE, FAX or your MESSAGE on my ANSWERING MACHINE.

• NOS 1937-1938 PARTS

- '37-40 Transmission 2nd and 3rd speed sliding sleeve.....\$ 20.
- '37-40 Transmission 2nd speed synchro drum.....\$ 25.
- '37-40 Transmission 2nd speed gear.....\$ 35.
- '37-'38-40 Transmission synchro detent springs in package of 3.
Group 4.413. Part No. 1300501.....\$ 3.
- '37-'38 Big Series Clutch pressure plate, plate only
Group 0.889 Part No. 1315704.....\$ 40.
- '37 Radio installation/operating brochure, excellent copy.....\$ 7.
- '37-'38-40 Transmission mainshaft pilot roller bearings.....\$ 3. set
- '37-'38 40-60 Lower inner control arm shaft, less bushings.....\$ 30.
- '37-'38-40-60 Right front shock absorber.....\$ 85.
- '37-'38-40 Connecting rod, standard size, have one.....\$ 10.
- '38-40 Transmission 2nd and 3rd speed sliding sleeve.....\$ 20.
- '38 Rear Spring for 40C, 41, 47, 48 with regular springs, 46, 46C, 46S, 66C, 66S, with 200 lbs overload spring. Part No. 1306461. Have one.....\$ 40.
- '38 All standard transmission front bearing spring
assembly between cluster gear bearing and cluster
gear bearing retainer. Washer (ring) when trans.
is assembled to engine. Group 4.361, p/n 1302021.....\$ 1.
- '38 Clutch throw out bearing support spring washer Group 0.805. Have 3.....\$ 1.

Please add 15% for UPS delivery.

Bob Graves (#1136)

56 Dartmouth St.

Lynn, MA. 01904

(617) 593-9534 (evenings and weekends)

• 1937 PARTS

- Nose Stainless (very good condition).....\$ 90.
- Nose emblem (very good condition).....\$ 45.
- Parking lights with pot metal.....\$ 75. set
- NOS parking light lens.....\$ 45.
- Pot metal for parking light (very good condition).....\$ 30.
- Trunk lid hold open arm.....\$ 10.
- Trunk lid light.....\$ 20.
- Grille.....\$ 50. set
- Bumper guards.....\$ 25. each

(continued from page 24)

Clock.....	\$ 25.
Gauges.....	(\$???)
Engine splash pans (60 Series).....	\$ 65. set
Convertible frame (Century).....	\$250.
Hood & side panels (60).....	\$ 75. set
Hood stainless hinge (60).....	\$ 80.
Steering column (60).....	\$ 35.
Trunk lid (very good, no rust, hump back) - (40-60).....	\$125.
4-Door stainless body molding (40-60).....	(\$???)
Gas tank (40-60).....	\$ 65.
Front & rear bumpers (40-60).....	\$ 65. each
Rear fenders (40-60).....	\$ 50. each
Trunk lid (Slant back) (40-60).....	\$ 50.
Big Series Engine.....	\$500.

• **1937-1938 PARTS**

Hydraulic lifters, cam, rocker assembly, push rods (Big Series).....	\$225. set
Locks for the side mount wheels.....	\$ 75. set
NOS headlight switch.....	\$ 65.
Used headlight switch.....	\$ 35.
Left headlight lens.....	\$ 40.
Horn ring with '38 horn button.....	\$ 75. set
Drivers side headlight ring.....	\$ 15.
Buick hose clamps set.....	\$ 20. set
Trouble light.....	\$ 15.
Headlights (lenses, guts, cones, etc).....	\$150. set
AAV-1 Carb with choke (40).....	\$150. set
16" beauty rims.....(40).....	\$ 10. each
Generator (40).....	\$ 50.
Water pump used.....(40).....	\$ 15.
Intake and exhaust manifold (40).....	\$ 45.
Thermostat housing (40).....	\$ 15.
Front fenders (non-welled).....(40).....	\$150. set
Air cleaner (40).....	\$ 45.
NOS brake lining (40).....	\$ 20. set
NOS fuel pump (40).....	\$ 65.
3.9 Ring & pinion gears (40-60).....	\$350. set
Wing vents (front & rear, 40-60).....	\$ 45. set
Steering column (40-60).....	\$ 45.
Door hinges (40-60).....	\$ 20. each
Sun visor brackets (40-60).....	\$ 40.
4-Door sedan doors in very good no rust condition.....	\$400. set
Running boards (60).....	\$125. set
Plain front fenders (non-welled) (60).....	\$150. set

(continued from page 25)

• **1938 PARTS**

5 Post voltage regulator (used).....	\$ 30.
Deluxe heater.....	\$125.
Pot metal the trunk handle goes through (<i>hump back</i>).....	\$ 35.
Trunk hinges, no pits.....	\$ 75. set
Bumper guards.....	\$ 25. each
Complete parking light assembly with good pot metal.....	\$ 75. set
Tail lights with base, lens holder and lenses.....	\$ 65. set
Retainer spring for the throw out bearing sleeve.....	\$ 15.
Heater knobs (new).....	\$ 8. set
Hood hold open arms.....	\$ 25. set
Plate under fender, under passenger side tail light.....	\$ 8.
Passenger side tail light lens holder.....	\$ 10.
NOS vacuum starter switch.....	\$ 75.
NOS rocker arm shaft and bushings (40).....	\$125. set
NOS water pump (40).....	\$ 65.
NOS cluster gear (40).....	\$ 95.
NOS input or pilot shaft (40).....	\$ 75.
Special center hood stainless strip (like new).....	\$250.
Special center hood stainless strip (40).....	\$ 80.
Hood (40).....	\$ 50. set
Bumper (front, no hole in the center) (40-60).....	\$ 50. each
Trunk lid (like new, painted black) (40-60).....	\$125.
Dash (40-60).....	\$ 25.
Rear fenders (40-60).....	\$ 55.
Engine splash pans (60).....	\$ 65. set

All prices plus shipping. Call between 5:30 PM and 9:30 PM EST Monday to Friday or anytime on Saturday and Sunday.

David Bylsma (#177)
7802 Chevalier Ct.
Severn, MD. 21144
(410) 551-7236

• **1937-1938 RADIOS**

Repaired and Sold.

Pete Di Pasquale (#352)
710 Charnwood Dr,
Wyckoff, N.J. 07481-1012
(201) 891-4899

• **1938 SPECIAL**

Center grille stainless trim strip with small dents.....	\$ 250.
Temperature guage.....	\$ 125.
Gas tank.....	\$ 150.
Radiator.....	\$ 175.

(continued from page 26)

Head.....	\$ 150.
Plain (non-welled) fenders.....	\$ 50. each
J. Kassakian (#26)	
The Carpet Gallery	
117 Water Street	
Newton, N.J. 07860	
(201) 383-5435	

• **1937-1938 REPRODUCTION TOP LATCHES & STRIKER**

Reproduction top latches & striker (header hooks) for 1937-1938 Buick 40 & 60 series convertible coupes & phaetons. All parts are exactly reproduced in polished stainless steel.

- Center top latch assembly.....\$104. each
- R & L side latch assembly.....\$ 96. each
- Center ("V") striker or header hook.....\$ 58. each
- Side striker or header hooks.....\$ 49. each

ORDER FULL SETS AND SAVE

- Full 6 piece set of latches & strikers.....\$376. set
- Latch set (3 piece).....\$275. set
- Striker or header hooks (3 piece).....\$145. set

Price includes packing and shipping

Order from:

Lauren Matley #46
3119 SE Spyglass Dr.
Vancouver, WA. 98683
(360) 254-1244



Doc Scantlin (#1150)
2824 Ridge Rd.
Huntingtown, MD 20639

Paul Ferreira (#1151)
1178 Cumberland Ave.
San Leandro, CA. 94579
37-47

Lee McNulty (#1152)
8 Lance Ct.
Chestnut Ridge, N.Y. 10977

Harland Eastwood (#1153)
402 East 2nd Ave.
Ritzville, WA. 99169
38-46

Karl Bosk (#1154)
2211 25th Avenue South
Escanaba, MI. 49829
37-46C

Wally Brennan (#71)*
1138 Western Ave
Green Bay, WI. 54303
38-41

**Former member rejoining*

Parts WANTED

• FOR 1937

Hood center strip (hinge) for 1937 40 or 60 Series

Randy Shaffer (#992)
(616) 788-4387
Michigan

• FOR 1937

Center nose stainless strip that goes between the grille halves, Rear View mirror, Defroster deflector that mounts on top of dashboard, Front license plate holder bracket, Rear license plate holder bracket (used on coupes and convertible coupes)

Bob Wilson (#932)
18 Commercial St.
Milton, Ontario
Canada L9T-2H6
(416) 878-3869

• FOR 1937 to 1941 SPECIAL

In urgent need of
3.9 Ring & Pinion Gears

Steve Hipsak
P.O. Box 68021
Anaheim Hills, CA 92817
(714) 579-3171

• FOR 1937 or 1938

37 or '38 Convertible rear view mirror, '38 Century emblem that mounts on the hood side panel, Front bumper V-grille guard (horseshoe grille guard), Front bumper badge.

I have many parts I can trade.

David Bylsma (#177)
7802 Chevalier CT
Severn, MD. 21144
(410) 551-7236

• FOR 1938 CENTURY

Low and Reverse Sliding Gear. This gear is the same in all 1937 through 1940 Big Series Transmissions.

David Schall (#917)
4121 W. 98th Terrace
Overland Park, KS. 66207
(913) 341-2944

• FOR 1938 BIG SERIES

AAV-2 Strombert Carburetor/Automatic Choke in good condition. Also one good wheel for 80 Series.

Larry Hale (#1070)
(707) 436-4549 Georgia

Cars FOR SALE

• 1938 SPECIAL BUSINESS COUPE

Model 46 Excellent original. Untouched. In dry storage for many years. Extra drive train and many extra parts.
\$3,950. for all.

(315) 668-8325 EST

(Note: This ad was sent in by **Jerry Root (#422)** for a friend. The owner is not a club member. The car is in New York.)

• 1938 SPECIAL 4-D TRUNK BACK SEDAN

Model 41 with much new chrome. With assorted parts. Car needs finishing
\$7,500.

J. Kassakian (#26)
The Carpet Gallery
117 Water Street
Newton, N.J. 07860
(201) 383-5435

Cars FOR SALE

• 1938 CENTURY SPORT COUPE

Model 665 Running condition. New Radiator and exhaust system. 99% complete. Needs restoration. \$8,000.

Rich Trahan (#1157)
551 Wrentham Rd
Bellingham, MA. 02019
(508) 883-8340

• 1938 SPECIAL 4-D TRUNK BACK SEDAN

Model 41 All body work done, new paint. Hampton Coach interior in box, new glass in box, all new Lynn Steele rubber, all chrome and stainless done, new repro hub caps, good motor, grille replated. Over \$11K invested. Needs completion. \$6,000.

Also have 1941 Buick Coupe Parts car with dual carbs. \$400.

Tony DiMaggio
Rt. 3 Box 268D
Osceola, Mo. 64776
(417) 646-8929

• 1937 CENTRY 4-D TRUNK BACK SEDAN

Model 61 with sidemounts. 57K miles, jack, tools and original brown front floor mat. New black paint, no rust, white wall tires, radio, heater, clean, mostly original interior, good brakes. Runs well. Steering wheel plastic cracked. Engine detailed, valve job, new wiring harness, new hoses. Originally part of the Francis Pond Collection (20 years ago). \$13,500.

Vintage Autos of Northfield
Northfield, MA.
(413) 498-2725

(Jim Terruso (#816) spotted this Buick while on his way to a car show in Vermont. Jim says the car is gorgeous. Thanks for the tip Jim.)

• 1938 CENTRY 4-DOOR SEDAN

Model 61 with sidemounts. California car. Needs restoration. Motor runs. Has original glass, tan Bedford cord upholstery and interior. Radio and heater. One dent in fender. Motor rebuilt and a new clutch by previous owner. Some rust in trunk. Came from San Juan Bautista, CA. Dark blue. Needs tires, battery and carb rebuilt. Brakes rebuilt by previous owner but may need to be redone as car has been in storage. Has original jack. Original steering wheel needs to be redone. Running boards good. Motor No. 6-3398543 (early '38 motor), Body C 123 (California car) Trim 409 (Tan Bedford Cord), Paint No. 520 (Whistler gray). Style 38-4619 (4-door trunk back sedan) \$6,000.

Al Knoll
310 N. State
Box 22
Mt. Pleasant, Utah 84746
(801) 462-3750

• 1938 SPECIAL BUSINESS COUPE

Model 46 Original woodgraining and floor mat. Upholstery redone. Radio and Heater Spare in trunk. Plain fenders. 95 K on odometer. Black. \$6,500.

Bob Daniels
(909) 875-1459
Rialto, CA.

Cars WANTED

• 1937 or 1938 2-DOOR SEDAN

Prefer running condition but any considered

Jodi Erickson
(909) 820-2762
Rialto, CA.

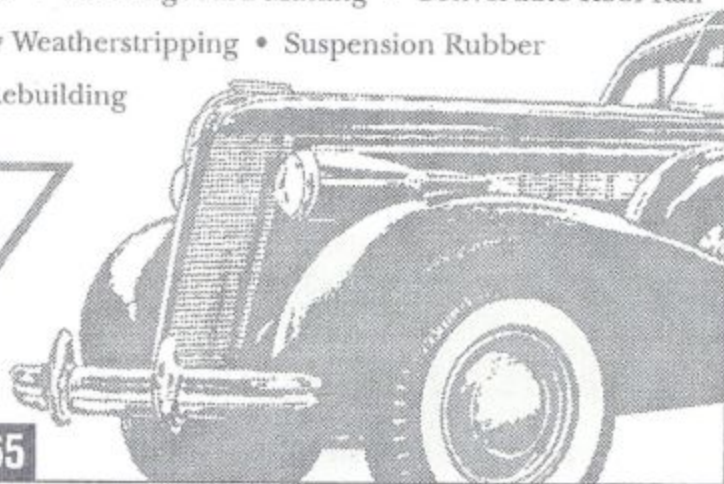
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Door Weatherstripping • Quarter Window Weatherstripping • Suspension Rubber
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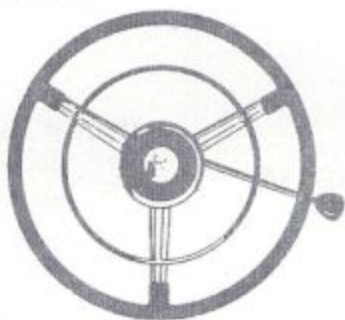


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2533 W. Cypress St.
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Beautifully Recast
STEERING WHEELS

Thru 1953
\$2.00 for Brochure, Must Specify Year



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AUTHENTIC REPRODUCTION
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(805) 434-2963

1937-38 BUICK

FRONT FLOORMAT
1937-38 All Models
Black or Brown
FF-378.....\$175.

DOOR WEATHERSEAL-SPONGE

Glue-inDW-378\$1.70 ft.
Clip-inDW-80.....\$3.40 ft.
ClipsWC-80.....\$.60 ea.

DOOR BOTTOM SEAL

Clip Type.....DW-369\$1.85 ft

TRUNK SEAL-SEDANS. 1/2" Wide;

Ser. 80-90.....TW-371.....\$31.50
Sedans, 3/4" Wide;
Ser. 40-60.....TW-371S.....\$31.50

TRUNK SEAL For COUPES. 5/8" X 1"

Sponge.....TL-369\$2.00 ft.
1/2"x1"x16" TL-1129.....\$47.50

CLUTCH and BRAKE PEDALS Series 40-60

BlackCB-343BK.....\$5.50 ea.
BrownCB-343BN.....\$5.50 ea.

PEDAL FLOOR SEALS; All Models

.....FS-375.....\$12.50 pr.

1937 ONLY! ACCELERATOR PEDALS Series

40-60 Back..AP-37BK.....\$28.00
Brown.....AP-37BN.....\$29.00

SHIFT BOOT. 1937-38 Series 40 Only!

Black\$ 9.75
Brown.....\$14.50

Series 80-90 Black

DOOR SILLS; Trim To Fit

2-Door \$62/pr. 2Door \$93/set.

GLOVE BOXES; \$27. ea.

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CARB. KITS: CARTER.....CK-360C \$26.00

STROMBERG.....CK-37XS \$26.00

TORQUE BALL SEAL KIT. All Models

TBK-343.....\$26.00

VISOR "VANITY" MIRROR. VM-379.....\$27. ea.

LICENSE PLATE FRAMES. Chromed Brass

LF-333P.....\$60. Pair

FRONT END PARTS For 40-60 Series;

Upper Outer Kit.....\$39.00
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EXHAUST MANIFOLDS

1937-38 Series 60-80-90

ENDS \$180. CENTER \$182. VALVE BODY \$195.

RUNNING BOARD INSULATORS. 1937-38

All Models. ALL NEW MATERIAL!

4 Needed Per Running Board.

RI-378S.....Set of 8..\$160.00

HOOD REST PADS. 1937-38 6-8 Per Car.

HR-378.....3.50 ea.

DASH GLASS. SILK-SCREENED on

Back of GLASS in COLORS as

Original. 1937.....SPEEDO DG-37.....\$38.

.....RADIO.....RG-37.....\$23.

.....CLOCK.....CG-37.....\$28.

1938.....SPEEDO DG-38.....\$38.

.....RADIO.....RG-38.....\$23.

.....CLOCK.....CG-38.....\$28.

PLASTIC DASH KNOBS DK-37(38).....\$ 6.

PLASTIC DOOR HANDLE and Window

Winder RINGS. HE-37(38).....\$ 6.

OUTSIDE DOOR HANDLE CHROME

and RUBBER GROMMETS.

1 FERRULE & 1 GROMMET Per Set.

1937.....DGF-296.....\$5/Set

1938.....DGF-380.....\$5/Set

DOOR FERRULE INSTALLATION TOOL.

\$20. Refundable if Returned Within

30 Days. DF-TOOL.....\$29.

1938 TRUNK HANDLE/LIGHT MOUNTING

SEAL.....DH-381.....\$8.75

MOTOR MOUNT, FRONT. All Models

ROUND PADS.....SP-338.....\$10. pr.

MOUNT.....MM-347.....\$29. ea.

TRUNK HINGES for 40-60. Chrome Plated \$150. pr.

1937 HUB CAPS. All Ser.....HC-37.....\$60. ea.

WHEEL Beauty Rings. 15" or 16".....\$89./Set of 4

1937 or 38 HOOD ORNAMENT.....\$85.

SOME OTHER ITEMS WE STOCK; BEARINGS,

DECALS, ENGINE PAINT, DECALS, SHOP

MANUALS, PARTS BOOKS, BODY BOOKS and MORE.

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We presently have kits available for many popular Buicks from 1932 to 1953 and are in the process of adding many more. Specific models available for 1937 and 1938 are as follows:

- Model 41
- Model 46
- Model 46S
- Model 47
- Model 48 (1937 only)
- Model 61
- Model 66
- Model 66S
- Model 67



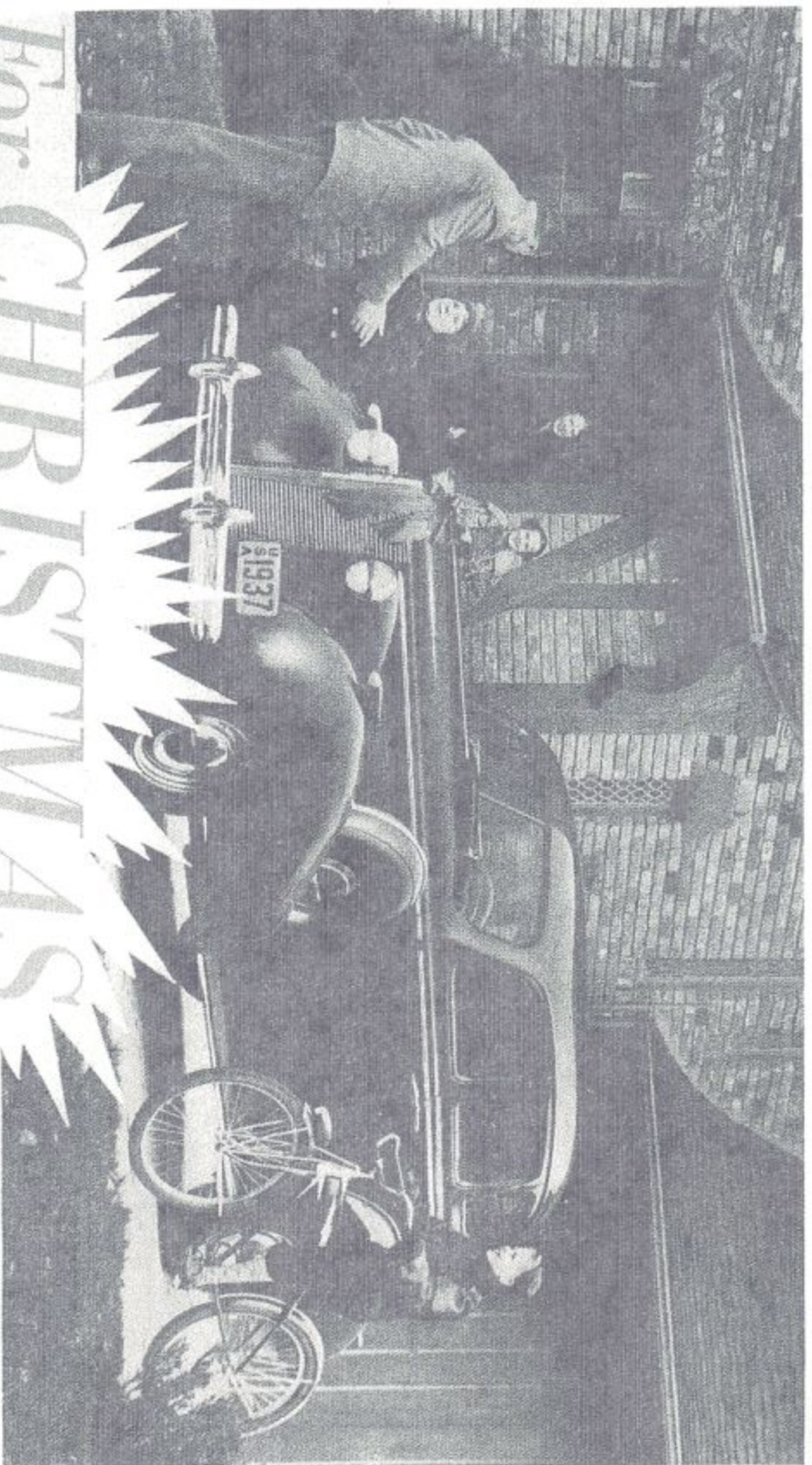
Guaranteed Quality & Fit

Write or call today for free literature including samples and prices. Please be sure to include year and model of your Buick along with your request.

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For **CHRISTMAS**

...a word to the wise is **BUICK!**